
PLANNING JUSTIFICATION REPORT

APPLICATION TO AMEND THE OFFICIAL PLAN and ZONING BY-LAW

Kaneff Properties Limited
3575 Kaneff Crescent
City of Mississauga

June 2020
GSAI File # 001-048

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Planning Justification Report

3575 Kaneff Crescent

City of Mississauga

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. (GSAI) has been retained by Kaneff Properties Limited, the registered owner of the lands municipal known as 3575 Kaneff Crescent in the City of Mississauga (herein referred to as the ‘subject property’) and commonly referred to as the surplus ‘parking lot site’ in association with 3575 Kaneff Crescent. This Planning Justification Report (the ‘Report’) has been prepared in support of an Official Plan and Zoning By-law Amendment application to facilitate the development of a 29-storey (96.45 metres) apartment building with 282 purpose built residential rental units (the ‘proposed development’). A detailed description of the proposed development is provided in Section 4.0 of this Report.

Applications have been submitted to the City of Mississauga for an Official Plan Amendment and Zoning By-law Amendment to facilitate the proposed development. A future Site Plan application will also be required and will be submitted under a separate cover. The Official Plan and Zoning By-law Amendment applications are supported by reports and studies as outlined in the Development Application Review Committee (DARC) meeting with Regional and City staff held on June 20, 2018. A copy of the Pre-consultation submission requirements attached in Appendix C of this Report. The submission includes all of the identified submission materials which are required for the City of Mississauga to deem the application to be complete as described in Sections 22 (4) and 34 (10) of the *Planning Act*.

The purpose of this Report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019), the Region of Peel Official Plan, and the City of Mississauga Official Plan and Zoning By-law 0225 - 2007. This Report provides planning analysis and justification for the proposed development in accordance with good planning principles.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

The subject property is bounded by Mississauga Valley Boulevard to the east, Kaneff Crescent to the north, Obelisk Way to the west and Elm Drive to the south (refer to Figure 1). It has an area of 0.27 hectares (0.68 acres) and lot frontages of approximately:

- 70 metres (317 feet) on Obelisk Way;
- 45 metres (254 feet) on Kaneff Crescent;
- 62 metres (202 feet) on Mississauga Valley Boulevard; and,
- 53 metres (175 feet) on Elm Drive East.

The subject property currently operates as an underutilized parking lot, which was constructed in conjunction with the existing apartment building at 3575 Kaneff Crescent. This parking lot exist as a condominium, were parking spots serve as individual units to Peel Condominium No. 265 owned by Kaneff Properties Limited.

The subject property is legally described as:


PEEL CONDOMINIUM PLAN NO. 265 ; PT BLK G PL 957, PTS 6, 7, 8, 9, 10 & 19 43R4627, EXCEPT PT BLK G PL 957, PTS 1, 4, 5, 8 TO 17, 19, 24 & 25 43R7725, MORE FULLY DESCRIBED IN SCHEDULE 'A' OF DECLARATION LT639818 ; MISSISSAUGA



FIGURE 1

AERIAL CONTEXT PLAN

3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel

LEGEND
 Subject Property


 Scale NTS
 June 9, 2020

2.1 SURROUNDING CONTEXT

The subject property is located south-east of the Hurontario Street/Burnhamthorpe Road intersection and is within the Downtown Fairview Character Area. Generally, the surrounding area is predominately consistent with medium to high-rise apartment buildings, which generally follow the 1970s towner-in-the-park development ideology, with taller buildings spaced apart with larger landscaped areas and park space. Figure 2 demonstrates existing, approved, and proposed high-rise buildings in the immediate vicinity of the subject property.

The following provides a summary of the immediate surrounding context:

- North:** Directly north of the subject property is a 22-storey rental apartment building with associated parking area. Further north along Mississauga Valley Boulevard are apartment buildings. As demonstrated on Figure 2, these properties include: 3695 Kaneff Crescent, 3650 Kaneff Crescent, 3700 Kaneff Crescent, 1477 Mississauga Valley Boulevard, 1423 Mississauga Valley Boulevard and 3665 Arista Way.
- East:** Adjacent to the subject property to the east is a 22-storey apartment building, municipally addressed as 1547 Mississauga Valley Boulevard. East of the subject property is a one-storey retail plaza supported by a retail plaza which includes a Metro grocery store, TD Bank and small-scale service commercial/retail uses.
- West:** Immediately west of the subject property is a 20-storey apartment building, municipality addressed as 3580 Kaneff Crescent.
- South:** South of the subject property are three apartment buildings with heights of 18, 20 and 20 storeys, the buildings are municipally addressed as 1580 Mississauga Valley Boundary, 30 Elm Drive and 50 Elm Drive, respectively. Further south of the subject property along Hurontario Street, at the corner of Hurontario Street/Fairview Road East is a proposal for a 36 storey building (1 Fairview Road East).

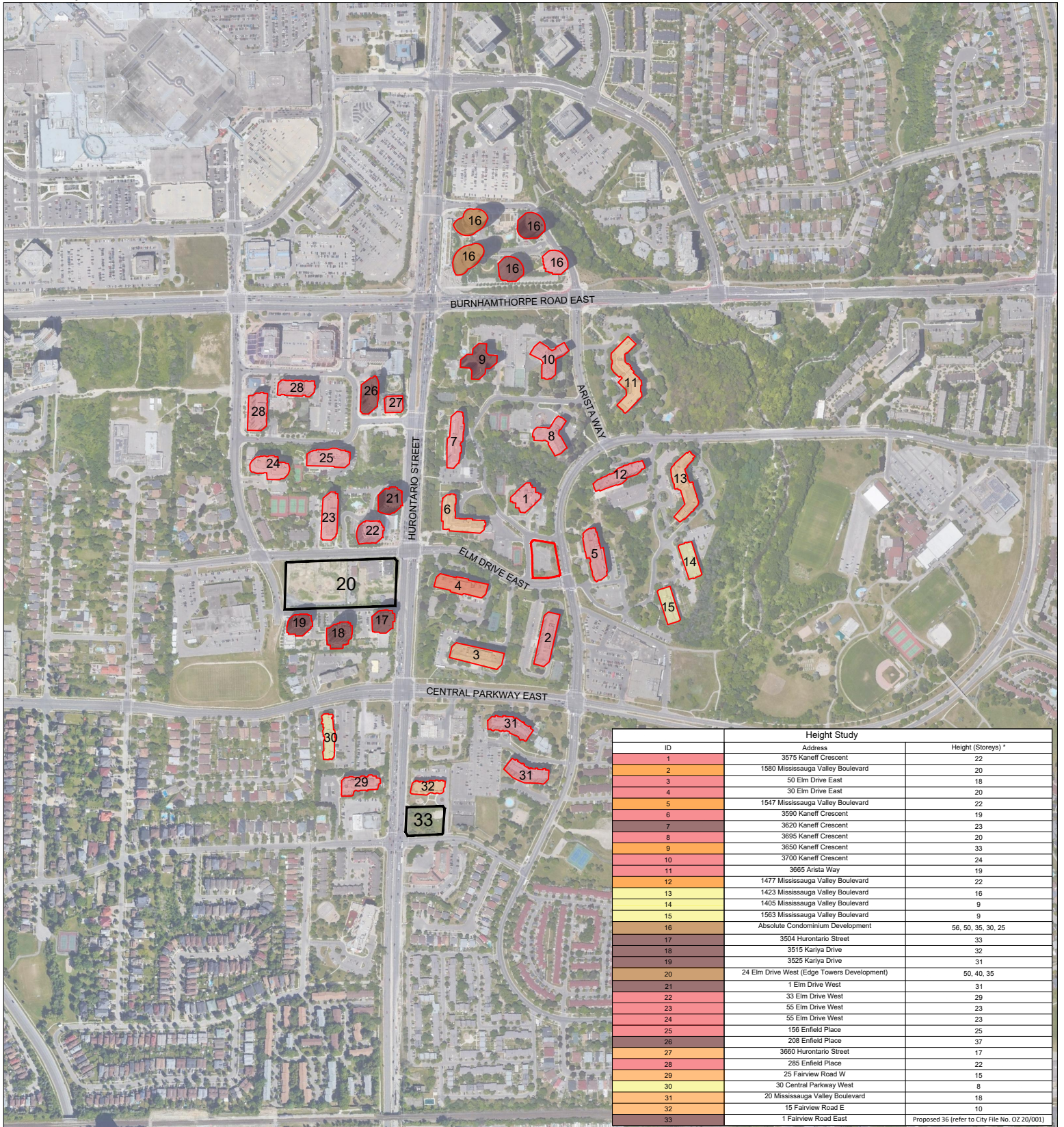


FIGURE 2

SURROUNDING HEIGHT MAP

3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel

LEGEND

- Subject Property
- Future Development
- 0-9 Storeys
- 10-19 Storeys
- 20-29 Storeys
- 30-39 Storeys
- 40 + Storeys



Scale NTS
June 9, 2020

2.2 TRANSIT AND CONNECTIVITY

Road Network

Road classifications and right-of-way (ROW) widths are established in Schedule 5 (Long Term Road Network) of the City of Mississauga Official Plan. Mississauga Valley Boulevard and Elm Drive are both identified as a “Minor Collector”. As indicated on Table 8-3 (Road Classifications – Minor Collectors) of the Official Plan, the “road right-of-way for minor collectors will be 20 m – 26 m...” Mississauga Valley Boulevard and Elm Drive have an existing right-of-way width of approximately 26 and 26.5 metres, respectively.

Transit Network

The subject property is well connected to existing and planned public transit services. From a public transit perspective, (see Figure 3). The subject property has direct access to Routes 3, 8, 26, 53, 302 and 304.

Route 3 (Bloor) – provides service between the City Centre Transit Terminal with stops between the Islington Subway Station.

Route 8 (Cawthra) – provides service from the Port Credit GO Station with stops between the City Centre Transit Terminal.

Route 19 (Hurontario) – provides service from the Port Credit GO Station with stops between the Hurontario/407 Park

Route 26 (Burnhamthorpe) – provides services from South Common Mall Bus Terminal with stops between the Islington Subway Station.

Route 53 (Kennedy) – provides service from Hurontario Street at Central Parkway East with stops between the Hurontario/407 Park.

Routes 302 (Philip Pocock – Bloor West) – provides service between Philip Pocock Catholic Secondary School with stops between the City Centre Transit Terminal.

Route 304 (Father Goetz – Mississauga Valley) – provides a looping service from Father Goetz Secondary School with stops around Mississauga Valley Boulevard.

The subject property is located approximately 2.0 kilometres from the City Centre Transit Terminal. A regional transit terminal that is serviced by Brampton Zum Transit, Mississauga MiWay Transit and GO Transit. It is also well connected to the Cooksville GO Station, located at 3210 Hurontario Street, approximately 1.8 kilometres south of the subject property. This Station is located on the Milton line, travelling east-west between the Milton GO Station and Union Station in Downtown Toronto.

Hurontario Light Rail Transit (LRT) Line

Hurontario Street has a planned and funded Light Rapid Transit (LRT) line that will include 22 stops, running from the Port Credit Go Station to the Gateway Bus Terminal in Brampton. An LRT station stop is planned at the intersection of Hurontario Street/Burnhamthorpe Road East and Hurontario Street/Fairview Road, which are approximately 450 metres and 500 metres away, respectively from the subject property (Figure 4).



Effective: January 6, 2020

MiWay Route Service Types

- Regular Route
- Rush Hour (Peak) Route
- Non-Rush Hour (Off Peak) Route
- MIExpress Route All Day Service
- MIExpress Route AM/PM Rush Hour Service

Route Number

Connecting Transit Services

- Oakville Transit Route
- Brampton Transit Route
- TTC Bus Route
- TTC Subway & Station
- GO Train & Station

Map Symbols

- Major Transit Terminal
- Transitway Station
- Mississauga Transitway
- Key Transit Stops
- Hospital
- Shopping Centre
- High School, University or College
- Recreation or Community Centre
- Ice Rink
- Public Library
- Living Arts Centre
- Civic Centre (City Hall)
- Court House

All MiWay routes are fully accessible with low floor, wheelchair accessible buses

FIGURE 3
MIWAY SERVICE MAP
(WEEKDAY)

3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel

LEGEND
 Subject Property

Scale NTS
 June 9, 2020



FIGURE 4

TRANSIT SERVICE MAP

3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel

LEGEND

- Subject Property
- MiWay Transit Stop
- LRT Stop
- 400m Buffer



Scale NTS
June 9, 2020

3.0 PUBLIC CONSULTATION STRATEGY

In support of the proposed development, the public consultation strategy is outlined via a step by step process following the formal submission of the Official Plan and Zoning By-law Amendment applications to the City of Mississauga:

1. Once the application has been deemed complete by City staff, two “Public Notice” signs will be posted on the frontage of the subject property, facing Mississauga Valley Boulevard and Elm Drive (subject to confirmation with City Planning staff). The signs will advise that an Official Plan and Zoning By-law Amendment application has been submitted. The wording and information of the sign is subject to confirmation with City staff. Following the City’s standards for circulation, residents within 120 metres (400 feet) of the subject property will be notified within 15 days of the applications being deemed complete;
2. Residents and stakeholders will have the ability to access and review the submission materials, including drawings and reports, either on-line on the City’s Development Application Centre website, or in person at the City of Mississauga Civic Centre (300 City Centre Drive, Mississauga);
3. Prior to the submission of the Official Plan and Zoning By-law Amendment application, GSAI staff along with the Applicant met with the local Ward Councillor to discuss the proposal and to determine the requirements for a Community Engagement Meeting with the surrounding community. At that time it was expressed that a Community Engagement Meeting will be required; however, recognizing the application has been submitted during a Provincial Statement of Emergency due to the COVID-19 pandemic, the Applicant will host a Community Engagement Meeting when it is deemed appropriate by local health officials;
4. Input from the Community Engagement Meeting will be considered, and revisions may be made to the plans, as appropriate, for any subsequent re-submissions on the applicants; and,
5. A statutory Public Meeting will be held by the City’s Planning and Development Committee to consider the applications and the Public Meeting Information Report. Staff will notify all property owners within 120 metres (400 feet) of the subject property will receive notice of the meeting within at least 20 days prior to the meeting date. The Notice Signs will also be updated with details on the statutory public meeting (i.e., date, time and location). At the Meeting, any person will be provided the opportunity to express concerns or opinions regarding the applications.

GSAI remains committed to facilitating public engagement and ensuring a transparent process and will actively participate in public engagement regarding this project.

4.0 PROPOSED DEVELOPMENT

Kaneff Properties Limited is proposing to develop the subject property with a 29-storey building, which includes a 5-storey podium. As described below, the proposed ground-related elements are organized and have been designed to enhance the streetscape along Mississauga Valley Boulevard and Elm Drive.

The proposed development will have a total gross floor area of 20,784 m² (223,719 ft²), resulting in a density of 7.59 FSI. A total of 282 residential-rental units are proposed. The proposed units include 190 one-bedroom units, 87 two-bedroom units and 5, three-bedroom units. A total of 173 vehicular parking spaces are provided within three levels of underground parking.

Ground Level and Podium

The ground-related elements are designed to enhance the streetscape along Mississauga Valley Boulevard and Elm Drive, this is achieved by incorporating ‘townhouse’ style units into the podium of the proposed development. Pedestrian entrances to the ‘townhouse’ units are provided from Mississauga Valley Boulevard and Elm Drive.

The main lobby will be provided internal to the subject property, accessed from the circular driveway adjacent to Obelisk Way.

Tower

The tower is 29 storeys (including the podium) with a total height of **90.35**metres, including a 5.0 metre mechanical penthouse. The tower is oriented to Mississauga Valley Boulevard and Elm Drive, with articulated floorplates which include balconies for the units.

The tower from floor 5 to 29 is setback 7.8 metres from the property line along Mississauga Valley Boulevard and 7.1 metres from the property line along Elm Drive.

Landscaping

All municipal frontages of the subject property are proposed to be treated with a combination of soft and hard landscaping, including sod, street trees, paved walkways and landscape planters. Details on the proposed landscape design will be determined through the Site Plan process of the proposed development.

Parking, Loading and Access

The proposed development is accessed via a one-way laneway that connects via Kaneff Crescent and Obelisk Way. A total of 173 parking spaces (130 resident and 43 visitor) are proposed within three levels of underground parking. Vehicular access to the underground parking garage is achieved from Obelisk Way.

In terms of bicycle parking, a total of 56 bicycle parking spaces are proposed, located on the first floor and first underground level. One loading space is provided consisting of one Type ‘G/B’ space. Access to the loading area is to be shared with the vehicular access.

Amenity Space

The proposed development includes a total of 1,633 m² (17,578 ft²) of amenity area. The amenity areas are proposed to be primarily located on the 5-floor. An outdoor amenity area is included on the fifth floor of the podium. The outdoor amenity area is 317.8 m² (3,420 ft²) in area and is intended to be for the exclusive

use of building tenants. The design and programming of this area will be determined during the Site Plan approval process.

4.1 DESCRIPTION OF PLANNING APPLICATIONS

Official Plan Amendment

The subject property is located within the Downtown Fairview Character Area and subject to the “Residential High Density” designations. The Downtown Fairview Character Area permits a maximum height of 25 storeys and a maximum FSI of 1.5 – 2.0. An Official Plan Amendment is required to facilitate a site-specific amendment to the subject property’s current “Residential High Density” designation and facilitate a height of 29 storeys and a maximum FSI of 7.59.

Zoning By-law Amendment

The City of Mississauga Zoning By-law 0225-2007 zones the subject property as Apartments “RA5-4” which permits residential uses, such as apartment, long-term care and retirement buildings. The No.4 exception permits a minimum floor space index of 1.0 and a maximum floor space index of 1.5.

A Zoning By-law Amendment is required to rezone the subject property to “RA5 – Special Exception Zone”. Relief from the parent RA5 zone is required to accommodate the proposal and achieve an efficient site layout. Section 5.6 of this Report provides an overview of the site-specific provisions which are being proposed.

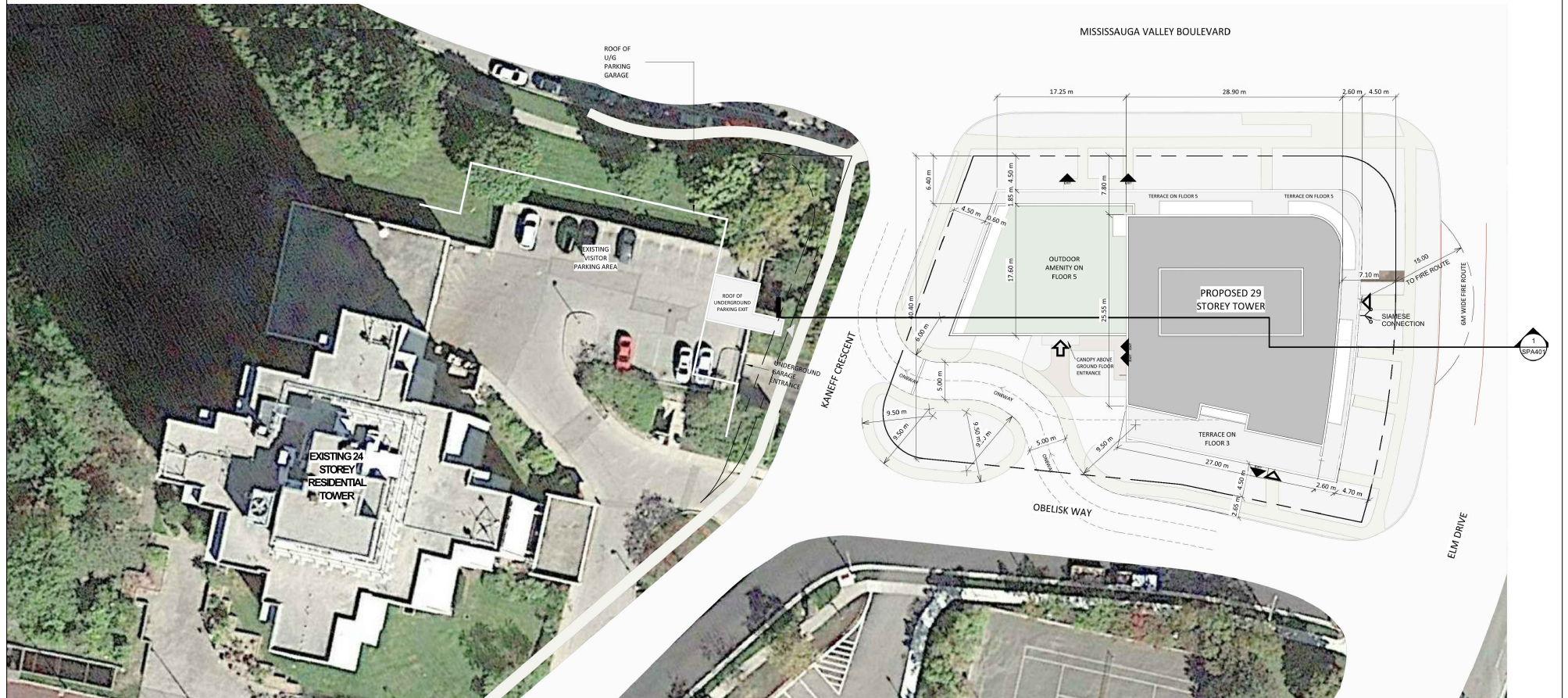


FIGURE 5
DEVELOPMENT CONCEPT PLAN
3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel



Scale NTS
June 9, 2020

5.0 LAND USE POLICY ANALYSIS

The following sections of this report provides an analysis of the relevant policy framework applicable to the proposed development. The policy analysis provides an evaluation of the proposed development in the context of applicable land use planning policies and provides a justification as to how the development conforms to and is consistent with these policies and represents good planning. The documents reviewed and discussed include:

- Planning Act
- Provincial Policy Statement (2020);
- Growth Plan for the Greater Golden Horseshoe (2019);
- Region of Peel Official Plan;
- City of Mississauga Official Plan; and,
- City of Mississauga Zoning By-law 0225-2007.

5.1 PLANNING ACT

Section 2 of the *Planning Act* requires decision makers, in carrying out their responsibilities under the Planning Act, to have regard to, among other matters, matters of provincial interest. The following matters of provincial interest are relevant to the evaluation of the proposed development:

- (h) *the orderly development of safe and healthy communities;*
 - (h.1) *the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;*
- (j) *the adequate provision of a full range of housing, including affordable housing;*
- (p) *the appropriate location of growth and development;*
- (q) *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- (r) *the promotion of built form that,*
 - (i) *is well-designed,*
 - (ii) *encourages a sense of place, and*
 - (iii) *provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*
- (s) *the mitigation of greenhouse gas emissions and adaptation to a changing climate. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1; 2015, c. 26, s. 12; 2017, c. 10, Sched. 4, s. 11 (1); 2017, c. 23, Sched. 5, s. 80.*

Based on a review of Section 2 a) through s) of the *Planning Act* conducted for the preparation of this Report, the approval of the proposed development would not cause a conflict with the above mentioned matters of Provincial interest as identified in this section of the *Planning Act*. Other matters of Provincial interest identified in Section 2 of the *Planning Act* are not relevant to these particular applications. On this basis, it is the opinion of the author that the proposed Applications have regard for matters of provincial interest.

5.2 PROVINCIAL POLICY STATEMENT (2020)

Section 3 of the *Planning Act* requires that planning authorities be consistent with the Provincial Policy Statement (the “PPS”) when exercising any authority that affects planning matters.

At the time of preparing this report, the Provincial Policy Statement (PPS) 2014 was in the in-force policy document. On February 28, 2020, the Ministry of Municipal Affairs and Housing released the Provincial Policy Statement, 2020. It will come into effect on May 1, 2020. All decisions on or after that date under the *Planning Act*, or that affect a planning matter will be required to be consistent with the new PPS. As such, the proposed development applications have been reviewed under the policies contained in the PPS 2020.

Efficient Use of Land

The PPS 2020 provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the *Planning Act*. Section 1 of the PPS outlines policies associated with future development and land use patterns. Sections 1.1.1 and 1.1.3 of the PPS state:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed;*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant

supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The settlement area policies of the PPS direct growth and redevelopment to areas that are well serviced by infrastructure and public service facilities. As noted in 1.1.3.6, new development should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities. It is the opinion of the author that the proposed development is comprised of a compact built form which facilitates a further range of densities within the surrounding neighbourhood.

The proposed development is located within a Settlement Area as defined by the PPS and represents an efficient use of an underutilized parcel of land. The proposal minimizes land consumption and servicing costs by being located within a built-up area that is well serviced by existing and planned infrastructure. In keeping with Policy 1.1.3.2, the proposed development provides an appropriate level of intensification in an identified intensification area and will assist the City and Region in meeting intensification targets and providing for long-term annual housing needs. The proposed development meets transit-supportive and active-transportation policies due to its close proximity to high-order transportation options, such as MiWay bus routes and the planned Hurontario LRT line.

Housing

Section 1.4 of the PPS provides policies relating to the provision of housing options. Specifically, Section 1.4.1 of the PPS states that:

- 1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
 - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

To achieve this, the PPS encourages, the development of new housing through residential intensification and redevelopment in locations where it can take advantage of existing and planned infrastructure and public service facilities. The applicable policies indicate that:

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

In keeping with the above policy framework, the proposed development represents a form of residential intensification that is sufficiently serviced by existing and planned infrastructure and public services. It will efficiently utilize land and infrastructure by providing 282 residential rental units in a compact urban built form on an underutilized site. The proposed development has been designed to integrate with the surrounding community and will contribute to a mix of housing types in the neighbourhood, contributing to the objectives of a complete community.

Infrastructure

Section 1.6 of the PPS provides policies relating to infrastructure and public service facilities:

- 1.6.6.2 *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services;*
- 1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

In keeping with Section 1.6.6 of the PPS, the proposed development will be serviced through the extension of existing water and wastewater infrastructure. The Functional Servicing and Stormwater Management Report prepared by Urbantech Consulting (dated May 2020) confirms that the proposed development can be accommodated by existing municipal sanitary, water and storm sewer infrastructure.

The proposed development is closely integrated with a range of existing and planned transportation infrastructure, which includes MiWay bus routes and the planned Hurontario LRT line. A Transportation Impact Study (dated May 2020) was prepared by Nextrans Consulting Engineers which further describes how the proposed development responds to and satisfies transportation requirements, including a reduced parking ratio and other applicable Transportation Demand Management (TDM) tools.

Conclusion/Summary Statement

Based on the above analysis, it is our opinion the proposed development and corresponding Official Plan and Zoning By-law Amendments conform to the Provincial Policy Statement (2020) and its policies and objectives that promote growth and intensification.

5.3 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019

The Growth Plan of the Greater Golden Horseshoe, 2019 (the “Growth Plan”) came into effect on May 16, 2019. The Growth Plan provides a long-term framework for directing growth and development in the Greater Golden Horseshoe through building complete communities, curbing sprawl and protecting the natural environment. The Growth Plan builds on the policies outlined in the PPS and in this regard, is intended to function as a policy framework for achieving complete communities, a thriving economy, a clean and healthy environment, and social equity by managing growth in the Greater Golden Horseshoe (GGH) Region.

The Growth Plan provides a framework for implementing the Province’s vision for managing growth across the GGH Region to the year 2041 and support the achievement of complete communities. Under the Planning Act, all decisions with respect to land use planning matters shall conform to the Growth Plan.

The Growth Plan provides policy direction regarding how land is developed, resources are managed and protected based on the guiding principles of Section 1.2.1 of the Growth Plan. Some of the guiding principles include the following:

- *Support the achievement of complete communities that are designed to support health and active living and meet people’s needs for daily living throughout an entire lifetime.*
- *Prioritizing intensification and higher densities in Strategic growth areas to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*

Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Growth Plan defines “complete communities” as “[p]laces such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts.”

The Growth Plan emphasizes the importance integrated planning; coordinating infrastructure planning, land use planning and infrastructure investment. Section 2.0 the Growth Plan states:

To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options...” The Growth Plan continues to state that, “*it is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change...*”

Relevant policies include:

Managing Growth

2.2.1 (2) *Forecasted growth to the horizon of this Plan will be allocated based on the following:*

- a) *the vast majority of growth will be directed to settlement areas that:*
 - i. *have a delineated built boundary;*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities;*
- b) *growth will be limited in settlement areas that:*
 - i. *are rural settlements;*
 - ii. *are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii. *are in the Greenbelt Area;*
- c) *within settlement areas, growth will be focused in:*
 - i. *delineated built-up areas;*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities;*

Policy 2.2.1.(2) (c) provides that within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit, with a priority on higher order transit, and areas with existing or planned public services. The Growth Plan defines, “strategic growth areas” as areas, “[w]ithin settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.”

In keeping with the above policy framework, the subject property is located within the City of Mississauga's Downtown Urban Growth Centre which is an identified strategic growth area.

Relevant policies specific to Urban Growth Centres and strategic growth areas include:

Urban Growth Centre

2.2.3 (1) Urban growth centres will be planned:

- a) as focal areas for investment in regional public service facilities, as well as commercial, recreational, cultural, and entertainment uses;*
- b) to accommodate and support the transit network at the regional scale and provide connection points for inter- and intra-regional transit;*
- c) to serve as high-density major employment centres that will attract provincially, nationally, or internationally significant employment uses; and*
- d) to accommodate significant population and employment growth.*

2.2.3 (2) Urban growth centres will be planned to achieve, by 2031 or earlier, a minimum density target of:

- a) 200 residents and jobs combined per hectare for each of the Downtown Brampton, Downtown Burlington, Downtown Hamilton, Downtown Milton, Markham Centre, Downtown Mississauga, Newmarket Centre, Midtown Oakville, Downtown Oshawa, Downtown Pickering, Richmond Hill Centre/Langstaff Gateway, Vaughan Metropolitan Centre, Downtown Kitchener, and Uptown Waterloo urban growth centres; and*

The subject property is located within the Downtown Mississauga Urban Growth Centre, which has a minimum density target of 200 residents and jobs per hectare by 2031. The proposed development represents an appropriate level of intensification which will provide a variety of unit types and contribute to the achievement of provincial targets for residents and jobs per hectare as required by the Growth Plan. Further, the proposed development is located in an area identified by the City's Official Plan for intensification and is appropriate for development given the policy and physical context of the Downtown Fairview Character Area, as discussed further in Section 5.4. of this Report.

Transit Corridors and Station Areas

Section 2.2.4 outlines policies and targets related to transit corridors and station areas.

- 2.2.4 (1) The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.*
- 2.2.4 (3) Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*

- b) *160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit;*

2.2.4 (9) *Within all major transit station areas, development will be supported, where appropriate, by:*

- a) *planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;*
- b) *fostering collaboration between public and private sectors, such as joint development projects;*
- c) *providing alternative development standards, such as reduced parking standards; and*
- d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*

Per Policy 2.2.4.1, planning is to be prioritized for Major Transit Station Areas (MTSAs) on priority transit corridors. The Growth Plan defines MTSAs as “[t]he area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.” The subject property is also located within proximity to two major transit station areas (MTSAs) as defined in the Growth Plan. Those being the City Centre Transit Terminal and the Hurontario Street/Burnhamthorpe Road Light Rail Transit Stop. The minimum intensification target for MTSAs served by light rail transit is 160 residents and jobs combined per hectare. It is important to note that the policies of the Growth Plan represent minimum standards. The Growth Plan states, “[w]ithin the framework of the provincial policy-led planning system, decision-makers are encouraged to go beyond these minimum standards to address matters of importance, unless doing so would conflict with any policy of this Plan.” The proposed development will assist in achieving the minimum density target of 160 residents and jobs combined per hectare as identified by the Growth Plan for areas serviced by light rail transit. In addition to the MTSAs, the proposed development will be easily accessed by numerous bus routes including MiWay Routes 3, 8, 26, 53, 302 and 304. The proposed development is located in close proximity to existing and planned cycling routes and also contains bicycle parking facilities in order to promote active transportation. The proposed reduction in parking contained in the supporting development application as well as the supporting Transportation Study demonstrate alignment with Growth Plan objectives related to transportation.

Housing

Section 2.2.6 of the Growth Plan outlines policies related to housing and requires municipalities support a diverse range and mix of housing options and densities. Relevant policies include:

2.2.6 (1) *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:*

- a) *support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*

- i. *identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
- ii. *establishing targets for affordable ownership housing and rental housing;*

2.2.6 (2) *Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
- b) *planning to achieve the minimum intensification and density targets in this Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and,*
- d) *planning to diversify their overall housing stock across the municipality.*

2.2.6 (3) *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

A prevailing theme in Provincial policy, specifically the Growth Plan is directing intensification where it can be supported by infrastructure and public services as well as promoting development of underutilized land with compact built forms. In keeping with the policy framework above, the proposed development offers a range of 1, 2 and 3 bedroom units as well as a modified townhouse units within the podium of the proposed development. The proposal supports the objectives of complete communities by providing for a range of unit types at an appropriate density within close proximity to local and regional transit networks and active transportation infrastructure.

Infrastructure

Section 3 of the Growth Plan outlines a policy framework for infrastructure and places an emphasis on the need to integrate land use planning and investing in both infrastructure and transportation.

3.2.2 (2) *The transportation system within the GGH will be planned and managed to:*

- a) *provide connectivity among transportation modes for moving people and for moving goods;*
- b) *offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;*
- c) *be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for tripmaking and supporting the use of zero- and low-emission vehicles;*
- d) *offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services;*

- e) *accommodate agricultural vehicles and equipment, as appropriate; and*
- f) *provide for the safety of system users.*

With respect to transportation, Policy 3.2.2 (2), the proposed development will assist in achieving co-ordination of transportation infrastructure investment by providing opportunities for increased ridership on multiple transit networks including GO Transit, MiWay and the planned Hurontario LRT.

Climate Change

A key policy component outlined in Section 4 of the Growth Plan, outlines a framework for planning for climate change.

- 4.2.10 (1) *Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:*
- a) *supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
 - b) *reducing dependence on the automobile and supporting existing and planned transit and active transportation;*
 - c) *assessing infrastructure risks and vulnerabilities and identifying actions and investments to address these challenges;*
 - d) *undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact development;*
 - e) *recognizing the importance of watershed planning for the protection of the quality and quantity of water and the identification and protection of hydrologic features and areas;*
 - f) *protecting the Natural Heritage System for the Growth Plan and water resource systems;*
 - g) *promoting local food, food security, and soil health, and protecting the agricultural land base;*
 - h) *providing direction that supports a culture of conservation in accordance with the policies in subsection 4.2.9; and,*
 - i) *any additional policies to reduce greenhouse gas emissions and build resilience, as appropriate, provided they do not conflict with this Plan.*

Policy 4.2.01 (1) requires that municipalities identify in their official plans actions that will reduce greenhouse gas emissions and address climate change adaptation goals. These are to include supporting the achievement of complete communities as well as the minimum intensification and densification targets in the Growth Plan and reducing dependence on the automobile and supporting existing and planned transit

and active transportation systems. The proposed development will assist in meeting these objectives through providing for increased density in an area supported by significant transit services.

Conclusion/Summary Statement

It is our opinion, the proposed development and corresponding Official Plan and Zoning By-law Amendment conform to the policies of the Growth Plan, specifically with respect to growth, housing. The proposed development builds on the Province's objectives for complete communities and transit supportive developments. The proposed development will contribute to the Province's minimum intensification targets for Downtown Mississauga. Furthermore, the proposed development contributes to a range and mix of housing and represents a compact built form within an identified Urban Growth Centre.

5.4 REGION OF PEEL OFFICIAL PLAN

The Region of Peel Official Plan (ROP) was adopted by Regional Council on July 11, 1996 and approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. The ROP was subsequently appealed to the Ontario Municipal Board (OMB), now the Local Planning Appeal Tribunal (LPAT). The December 2018 office consolidation includes both Ministry and OMB approvals as well as approved amendments to December 2018. The Region of Peel is completing an Official Plan Review ("Peel 2041"), which is anticipated to be completed by July 1, 2022, based on Provincial requirements.

Regional Structure

Chapter 5 of the ROP outlines the objective and policy framework of the Regional Structure, which is designed to respond to the pressures of growth in the context of a rapidly changing global economy, ongoing government financial restraint and potential effects on the natural environment, resources, residents, workers and communities in Peel (Section 5.1.1).

It is the goal of the Region of Peel to:

- 5.1.2 *To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi modal transportation system and provide and efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards, and resources and the characteristics of existing communities in Peel.*

The subject property is located within the Regional Urban Boundary, and forms part of the Mississauga Urban System as shown on Schedule D (Regional Structure) and in keeping with Provincial policy, the property is also identified as being located within an "Urban Growth Centre" as identified on Schedule D4 (the Growth Plan Policy Areas in Peel) (refer to Figures 6 and 7, respectively).

Urban System

Section 5.3 of the ROP notes that the "Urban System" is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The Region has general objectives and policies for lands in the "Urban System".

The general objectives of the "Urban System" are as follows:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*

- 5.3.1.3 *To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities;*
- 5.3.1.4 *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services;*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive;*
- 5.3.1.7 *To recognize the integrity and physical characteristics of existing communities in Peel.*
- 5.3.1.8 *To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.*

The proposed development advances the above objectives as it contributes to a range of housing and working opportunities, proposes a compact built form and contemplates a density that is supportive of existing and planned transit infrastructure. In addition to the Regional objectives for the “Urban System”, it is the policy of Regional Council to:

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans; and*
- 5.3.2.3 *Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms or urban development and redevelopment.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
 - a) *support the Urban System objectives and policies in this Plan;*
 - b) *support pedestrian-friendly and transit-supportive urban development;*
 - c) *provide transit-supportive opportunities for redevelopment, intensification and mixed land use;*

In accordance with the objectives and policies of the “Urban System”, Section 5.3.3 of the ROP outlines the Region’s policies for Urban Growth Centres and Regional Intensification Corridors. Urban Growth Centres are significant areas for growth, intensification and redevelopment. The ROP provides direction to its lower-tier municipalities to ensure minimum Provincial density targets are met and that these areas build on the principles of complete communities.

The general objectives of the “Urban Growth Centre” are as follows:

- 5.3.3.1.1 *To Achieve Urban Growth Centres that are linked by public transit and include a range and mix of high intensity compact forms and activities while taking into account the characteristics of existing communities and services.*

5.3.3.1.2 *To achieve Urban Growth Centres that support safe and secure communities, public transit, walking and cycling.*

5.3.3.1.3 *To achieve Urban Growth Centres that incorporate a range and mix of residential and employment opportunities.* 5.3.3.1.4 *To achieve in each urban growth centre a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier.*

The above objectives are implemented through the following policy framework:

5.3.3.2.1 *Direct the Cities of Brampton and Mississauga to designate and delineate the boundaries of urban growth centres, in accordance with the Growth Plan requirements as shown conceptually on Schedule D, to provide opportunities for compact forms of urban development and redevelopment with high density employment uses such as: commercial, office and major institutional - as designated and/or defined in area municipal official plans, residential, recreational, cultural and civic activities that offer a wide range of goods and services to the residents and workers of Peel Region and other residents of the Greater Toronto Area and Hamilton (GTHA).*

5.3.3.2.4 *Encourage the area municipalities to prepare policies for the urban growth centres that are identified in this Plan and consistent with the Growth Plan, address the following:*

- a) the intended role and character of the centre;*
- b) the extent of the centre;*
- c) the population and employment capacity objectives of the centre;*
- d) the location, type and density of land uses;*
- e) the achievement of a minimum gross density target of 200 residents and jobs combined per hectare by 2031 or earlier;*
- f) the nature of the streetscape, focusing on pedestrian safety and security;*
- g) the transportation system to and within the centre;*
- h) the compatibility with the characteristics of existing communities; and*
- i) the natural hazards.*

5.3.3.2.5 *Require the area municipalities to identify, where appropriate, intensification corridors, major transit station areas and other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office, institutional and commercial development.*

Discussed in Section 5.4 of this Report, the City of Mississauga “Urban Growth Centre” is delineated in its Official Plan. As the proposed development is located within the City of Mississauga Urban Growth Centre, it supports the Regional objectives and policies for Urban Growth Centres to accommodate growth, intensification and redevelopment, while achieving the minimum density target of 200 residents and jobs per hectare by 2031.

Growth Management

Section 5.5 of the ROP outlines the Region’s objectives and policies for growth management. To ensure growth management objectives are achieved, the ROP identifies specific growth management policy areas such as urban growth centres, built-up areas and complete communities.

The applicable objectives for growth management to the proposed development are as follows:

- 5.5.1.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*
- 5.5.1.2 *To establish intensification and greenfield density targets.*
- 5.5.1.5 *To optimize the use of existing and planned infrastructure and services.*
- 5.5.1.6 *To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*

To achieve these objectives, the following policy framework is outlined in the ROP:

- 5.5.2.1 *Direct the area municipalities to incorporate official plan policies to redevelop complete communities that are compact, well-designed, transit oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services.*
- 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*

The Regional growth management polices direct growth to the built-up area and to optimize the use of existing and planned infrastructure and services through intensification of currently underutilized land. Through intensification, the proposed redevelopment also achieves a transit-supportive density. The proposed development conforms to the above policy objectives. The subject property is located within a Major Transit Station Area (MTSA) as identified in the City of Mississauga Official Plan. As previously discussed, the Growth Plan (2019) requires that MTSAs, which are defined as land within a 500m to 800m radius of stations along a higher order transit route such as the planned Hurontario LRT, be planned for a minimum density of 160 people and jobs per hectare. The proposed redevelopment will contribute to the achievement of this target and therefore supports conformity of the ROP with the 2019 Growth Plan.

The proposed redevelopment also contributes to a complete community as it is transit-supportive, will offer a mix of unit types, improve the availability of rental housing options in the community. Complimented by

the site's proximity to an extensive open space network among other existing and planned community amenities, future residents will have easy access to transit, retail, services, high quality open spaces as well as contributing to a housing supply that will support people of all ages.

Section 5.5.3 of the ROP establishes intensification objectives. Intensification indicates that a significant portion of new growth should be directed to built-up areas. Compact urban form and intensification are also promoted.

- 5.5.3.1.1 *To achieve compact and efficient forms.*
- 5.5.3.1.2 *To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3 *To revitalize and/or enhance redeveloped areas.*
- 5.5.3.1.4 *To intensify development on underutilized lands.*
- 5.5.3.1.5 *To reduce dependence on the automobile through the development of mixed use, transit-supportive, pedestrian-friendly urban environments.*
- 5.5.3.1.6 *To optimize all intensification opportunities across the region.*
- 5.5.3.1.8 *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

To achieve these objectives, the following policy framework is outlined in the ROP:

- 5.5.3.2.2 *Facilitate and promote intensification*
- 5.5.3.2.3 *Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*
- 5.5.3.2.4 *Require that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually to be located within the built-up area.*
- 5.5.3.2.5 *Require that by 2016 and for each year thereafter, a minimum of 50 percent of the Region's residential development be within the built-up area.*

To 2031, the minimum amount of residential development allocated within the built-up area shall be as follows:

City of Mississauga: 52,000 units.
- 5.5.3.2.7 *Require the area municipalities to redevelop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.*

The proposed development meets the above-noted objectives of the ROP by providing intensification on an underutilized site that is well serviced by transit and existing and planned infrastructure, as demonstrated in the Functional Servicing and Stormwater Management Report prepared by UrbanTech Consulting. The reduced parking rates proposed will also support and align with the above-mentioned objectives to reduce automobile dependence. For the reasons stated above, the proposed redevelopment conforms to the policies contained within Sections 5.3 and 5.5 of the ROP. The subject property is within the Urban System and the proposed redevelopment directs growth to the built-up area through intensification of an underutilized parcel of land, which will utilize existing infrastructure and services and capitalize on infrastructure investment. The proposed development will facilitate the 282 rental apartment units within the City of Mississauga's Urban Growth Centre, contributing to the Region's and City's overall objective of meeting the Provincial minimums and the interim target of requiring that 40% of growth occur within the built-up area. of requiring that 40% of growth occur within the built-up area.

Housing

Section 5.8 of the ROP outlines the Region's objectives and policies for housing. The Region's general objectives for housing seek to:

- 5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*
- 5.8.1.2 *To foster the availability of housing for all income groups, including those with special needs.*
- 5.8.1.3 *To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*
- 5.8.1.4 *To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing.*

To achieve these objectives, the following policy framework is outlined in the ROP:

- 5.8.2.2 *Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:*
 - a) *residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and*
 - b) *cost-effective development standards for new residential development, redevelopment, and intensification.*
- 5.8.2.3 *Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.*
- 5.8.2.5 *Support the initiatives of the area municipalities in the construction and retention of rental housing.*
- 5.8.2.6 *Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners*

to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.

- 5.8.2.14 *Review and update, jointly with the area municipalities, annual minimum new housing unit targets as shown in Table 4 and Figure 17 of Appendix – List of Figures based on most recent Census of Canada results and other relevant sources*

Annual Minimum New Housing Unit Target in Peel (Table 4 of ROP):

- *Social Housing: 17%*
- *Affordable Rental: 3%*
- *Market Rental and Affordable Ownership: 35%*
- *Market Ownership: 45%*

The proposed development provides a range of unit types including 1, 2 and 3 bedroom apartment units, as well as integrated townhouse units at grade, which will contribute to providing a range of unit types in the City of Mississauga. The proposed development will also assist in achieving the Region's target to have 35% of new housing units be market rental.

Transportation

The Region's transportation objective and policies are set out in Section 5.9 in the ROP. These policies are to maximize the use of existing transportation infrastructure and to promote the integration of transportation planning and land use planning.

- 5.9.1.2 *To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.*
- 5.9.1.3 *To support the provision of improved transportation mobility and choice to all residents, employees and visitors.*
- 5.9.1.4 *To promote and encourage the increased use of public transit and other sustainable modes of transportation.*
- 5.9.1.5 *To optimize the use of the Region's transportation infrastructure and services.*
- 5.9.1.6 *To maximize the capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles.*
- 5.9.1.7 *To minimize adverse environmental and human health impacts caused by transportation and support transportation alternatives that foster improved health and well-being in the Region.*
- 5.9.2.5 *Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.*
- 5.9.2.11 *Ensure, in accordance with the requirements of the Region and the area municipalities, that development only proceed with adequate existing or committed improvements to regional transportation capacity and, if necessary, development be phased until that capacity is or will be available.*

In keeping with the above policy framework, the subject property is transit supportive as it is conveniently serviced by existing and proposed transit options that provide connectivity to the surrounding area and regional transit facilities in the adjacent municipalities of Toronto, Oakville, Milton and Brampton. The proposed redevelopment contributes to maximizing the capacity of the transportation systems and provides transportation alternatives that improves sustainable and healthy travel behaviours in the Region. As indicated in the Transportation Study as prepared by Nextrans Consulting Engineers, it is expected that the proposed development will not generate negative impacts to the existing road network. Further, the study speaks to supplying Parking and Transportation Demand Management (TDM) measures which indicate an appropriate level of transit services and provision of parking that will encourage the use of transit and active transportation.

Conclusion/Summary Statement

The proposed development and corresponding Official Plan and Zoning By-law Amendment meet the applicable goals, objectives, and policies of the ROP and represents an appropriate intensification that is supported by existing and planning infrastructure and transit.

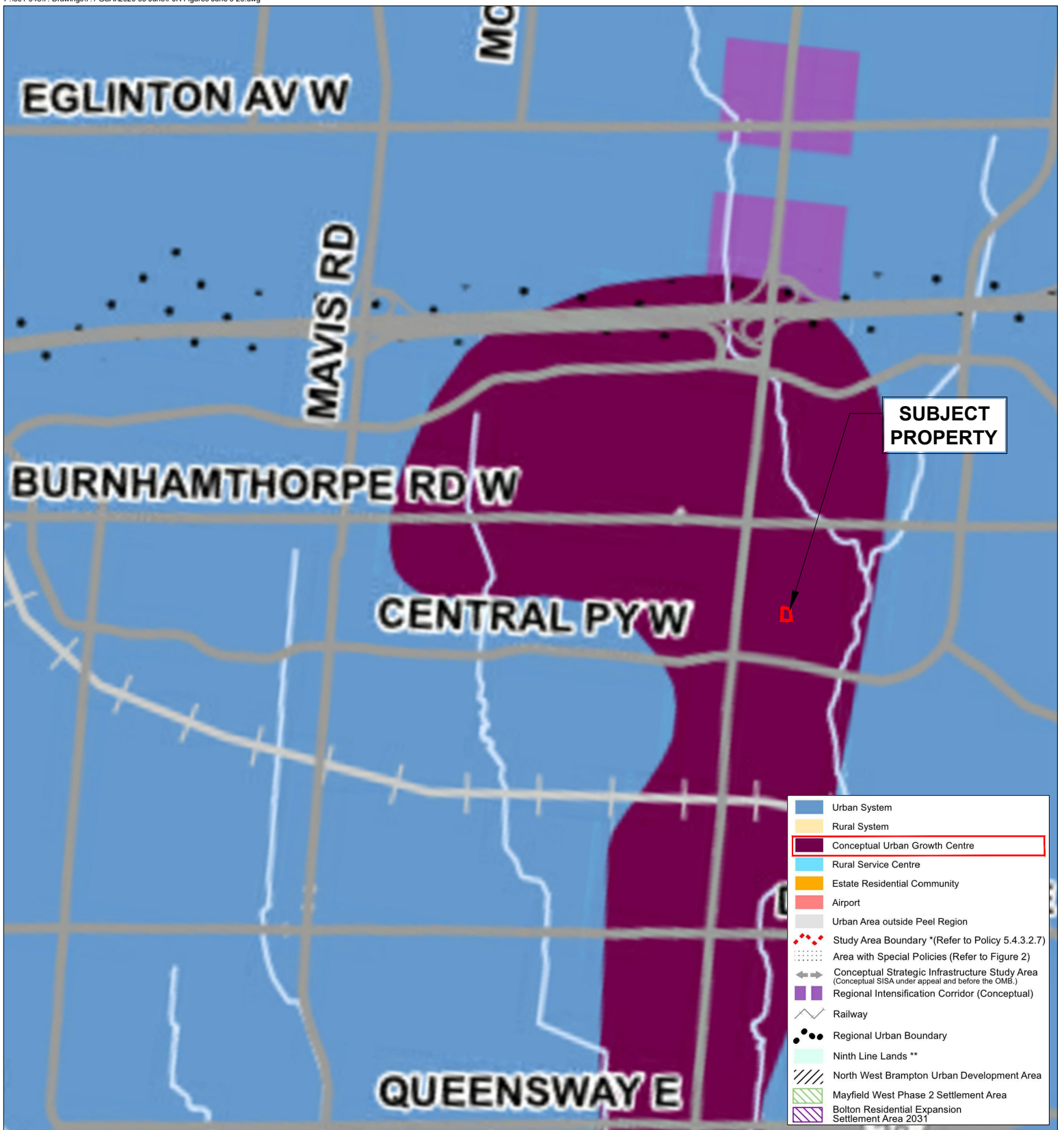


FIGURE 6

MISSISSAUGA OFFICIAL PLAN SCHEDULE 'D' REGIONAL STRUCTURE

3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel

LEGEND

D Subject Property



Scale NTS
June 9, 2020

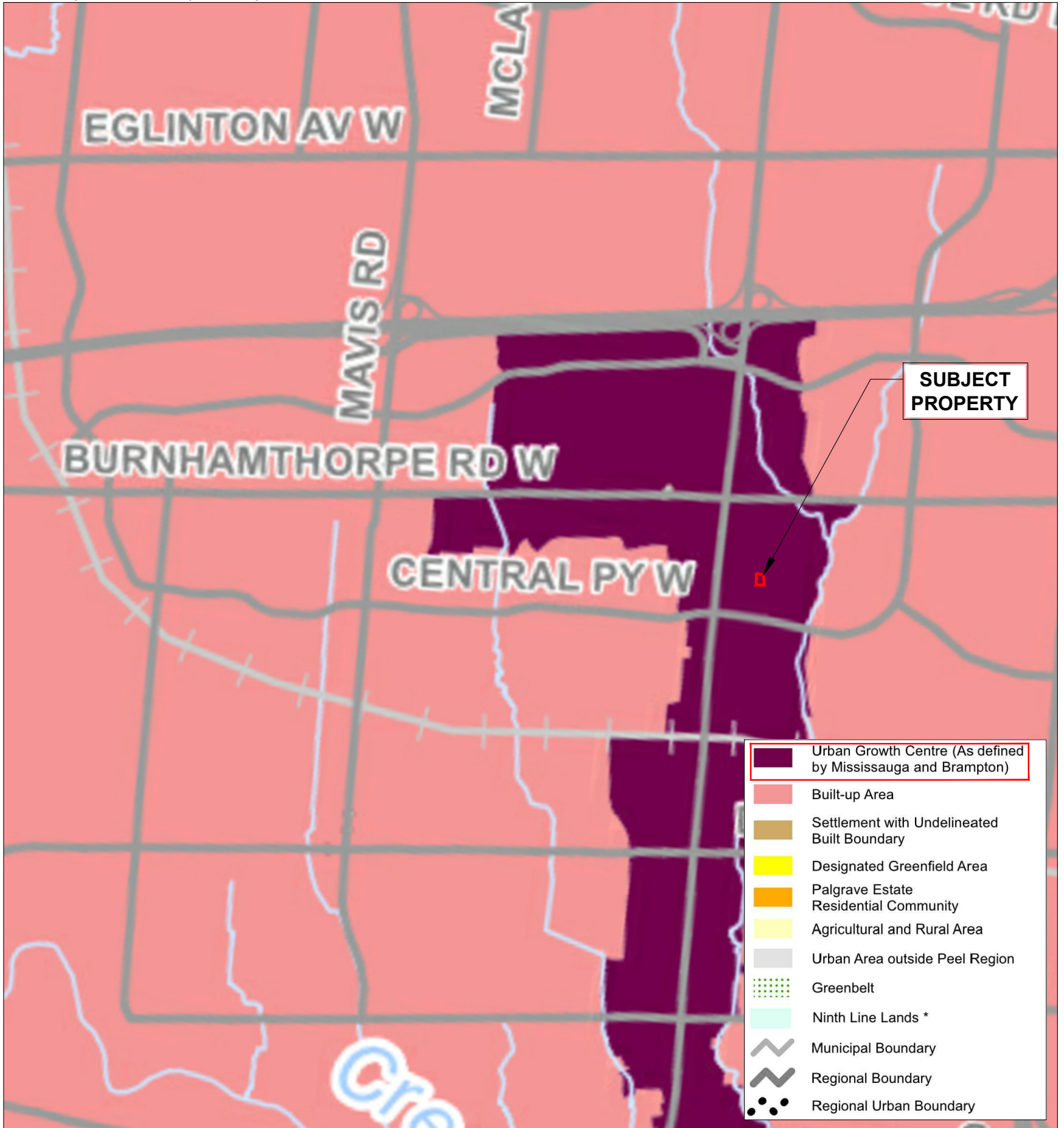


FIGURE 7
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 'D4' GROWTH PLAN
POLICY AREAS IN PEEL

3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel

LEGEND
 Subject Property



Scale NTS
 June 9, 2020

5.5 CITY OF MISSISSAUGA OFFICIAL PLAN

The City of Mississauga Official Plan (the “Official Plan”) was adopted by City Council on September 29, 2010 and was approved by the Region of Peel on September 22, 2011. The Official Plan was subsequently appealed in its entirety to the Ontario Municipal Board (OMB), now the Local Planning Appeal Tribunal (LPAT). Appeals have since then been scoped and or withdrawn and as such the Official Plan is now in force and effect, except for site-specific appeals. None of the policies applicable to the subject property are under appeal.

Growth Management

Chapter 5 of the Official Plan outlines the City’s objectives and policies for growth management; where growth and development are to occur in the City in order to accommodate 2031 population and jobs projections. The population and employment forecasts for the year 2021 and 2031 are shown in the table below:

Year	Population	Employment
2021	786,000	500,000
2031	805,000	510,000

To ensure sustainable growth, the Official Plan relies on the “Urban Structure” to guide growth and development. With regards to Growth Management, the Official Plan outlines the following policy framework:

- 5.1.2 *Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.*
- 5.1.3 *Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to: a. protect ecological functions, public health and safety; b. utilize existing and proposed services and infrastructure such as transit and community infrastructure; c. minimize environmental and social impacts; d. meet long term needs; e. build strong, livable, universally accessible communities; and f. promote economic prosperity.*
- 5.1.4 *Most of Mississauga’s future growth will be directed to Intensification Areas.*
- 5.1.5 *Mississauga will ensure that the City’s natural, environmental, and cultural resources are maintained for present and future generations.*
- 5.1.6 *Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.*
- 5.1.9 *New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.*
- 5.1.10 *The population and employment forecasts are premised on the adequacy of services and infrastructure to support growth in the appropriate locations. This*

includes the Mississauga Bus Rapid Transit corridor and higher order transit along Hurontario Street and Dundas Street. If satisfactory arrangements for the implementation of higher order transit currently being planned are not made, the population and employment forecasts may be reduced in accordance with the capacity of the transportation system.

The subject property is located within the Downtown of the City structure, which is designated for intensification (Schedule 2 (Intensification Areas)), refer to Figure 9. The proposed development provides a compact urban form, which will support the viability of existing and planned transit, such as the Hurontario LRT. Based on the above review, the proposed development conforms to the growth management strategies of the Official Plan.

Urban Structure

Section 5.3 of the Official Plan sets out the City's Urban Structure hierarchy and recognizes that various areas of the city perform different functions. Per Schedule 1 (Urban Structure – City Structure), the subject property is located within the Downtown urban structure, refer to Figure 8.

According to the Official Plan, within the urban hierarchy of the City Structure, the Downtown will contain the highest densities, tallest buildings and greatest mix of uses. In keeping with Provincial policies, Downtown is Mississauga's Urban Growth Centre as identified in the Provincial Growth Plan. The Downtown urban structure policies are provided in Section 5.3.1 of the Official Plan and state:

- 5.3.1.1 *The Downtown is comprised of the lands along Hurontario Street between Highway 403 and the Queen Elizabeth Way, as identified on Schedule 1b: Urban System – City Structure and Schedule 9: Character Areas.*
- 5.3.1.2 *The Downtown will be divided into four Character Areas: a. Downtown Core; b. Downtown Fairview; c. Downtown Cooksville; and d. Downtown Hospital.*
- 5.3.1.3 *The Downtown is an Intensification Area.*
- 5.3.1.4 *The Downtown will achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. The City will strive to achieve a gross density of between 300 to 400 residents and jobs combined per hectare in the Downtown*

The Official Plan defines Intensification as, “*the development of a property, site or area at a higher density than currently exists through: a. redevelopment, including the reuse of brownfield sites; b. the development of vacant and/or underutilized lots within previously developed areas; c. infill development; and d. the expansion or conversion of existing buildings. (PPS 2014/GP)*”

The subject property is located within the Downtown Fairview Character Area, which is designated as an *Intensification Area*. In keeping with Provincial policy, these areas are anticipated to achieve a minimum gross density of 200 residents and jobs combined per hectare by 2031. However, notwithstanding the minimum density target, the City is targeting a gross density of 300 to 400 residents and jobs combined per hectare. The proposed development would facilitate 282 units on a net lot area of .27 hectares (0.68 acres), this represents an FSI of 7.59. This density will assist in supporting the viability of existing and planned infrastructure in the immediate area which includes the Hurontario LRT and City Centre Transit Terminal.

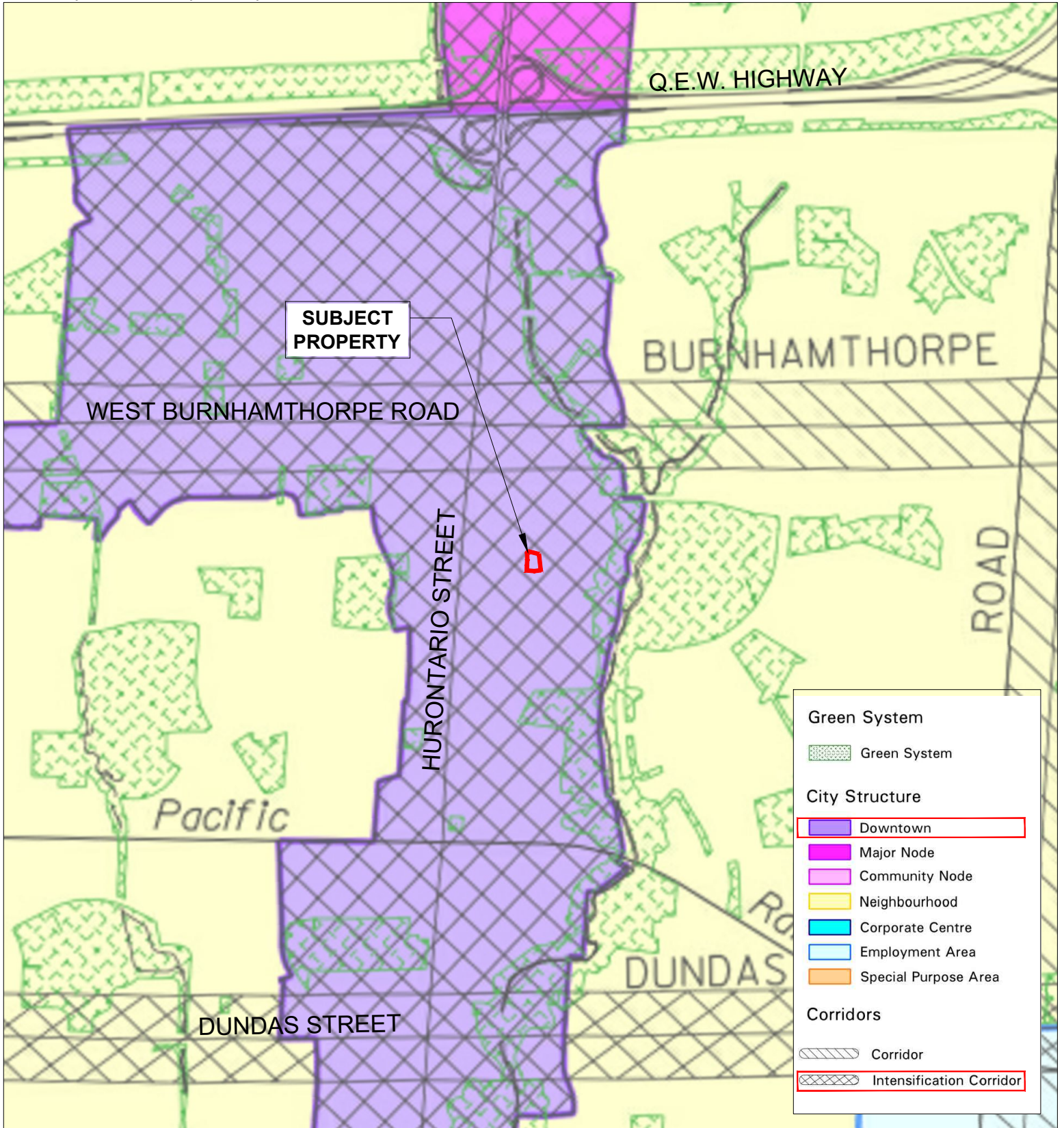



FIGURE 8
CITY OF MISSISSAUGA
OFFICIAL PLAN SCHEDULE 1
URBAN SYSTEM

3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel

LEGEND
 Subject Property


 Scale NTS
 June 9, 2020

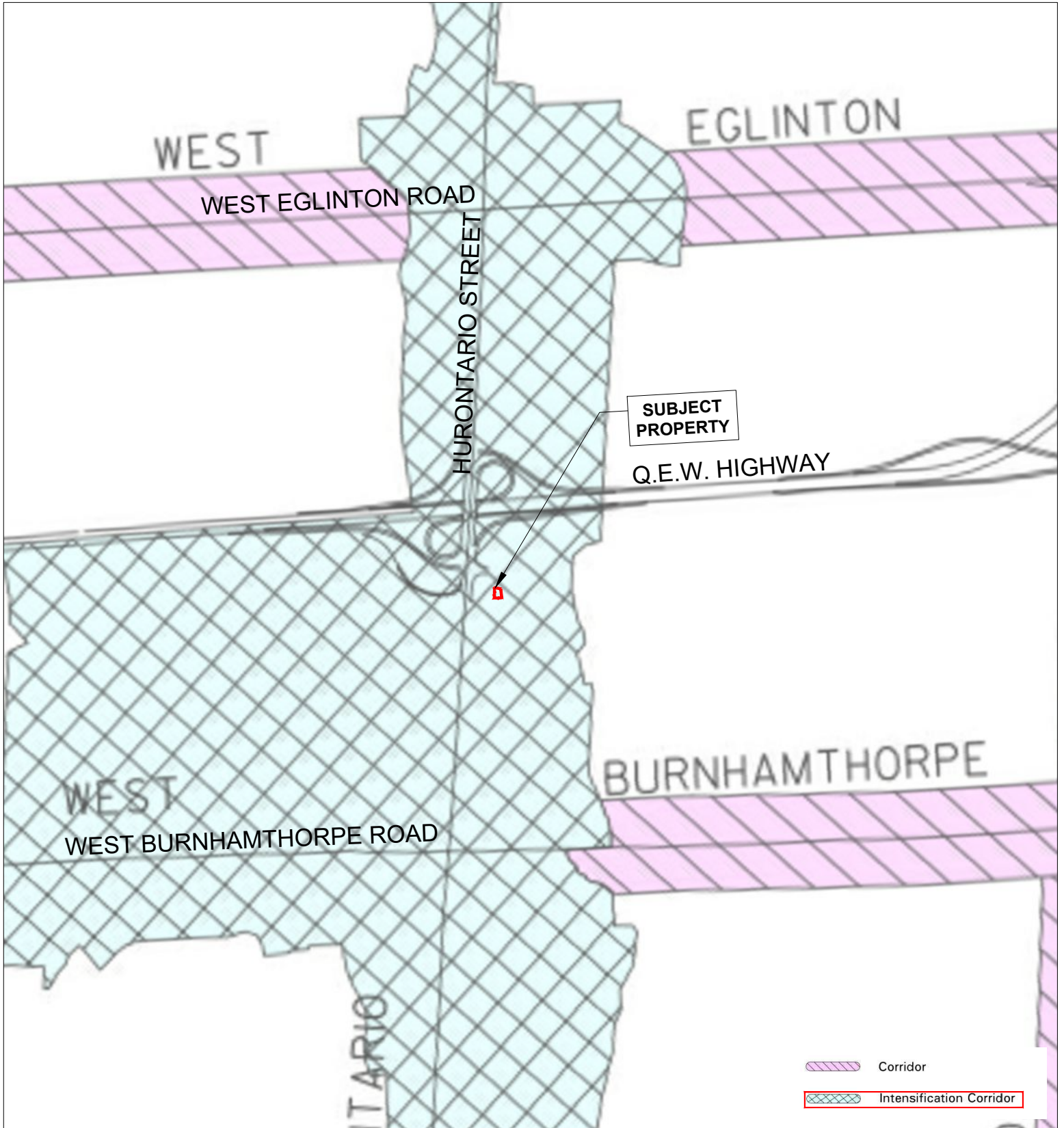





FIGURE 9
CITY OF MISSISSAUGA
OFFICIAL PLAN SCHEDULE '1C'
URBAN SYSTEMS - CORRIDORS

3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel

LEGEND
 Subject Property

 Corridor
 Intensification Corridor


 Scale NTS
 May 9, 2020

Complete Communities

In keeping with Provincial policy, a guiding principle in the Official Plan is encouraging the development of complete communities. Complete communities are addressed in Chapter 7 of the Official Plan and are based on the notion that communities should be self-sustaining by providing opportunities for living, working, playing, and learning. Complete communities should provide a high quality of life and provide for the day-to-day needs of residents.

Relevant Official Plan policies relating to the creation of complete communities include:

- 7.1.3 *In order to create a complete community and develop a built environment supportive of public health, the City will:
 - a) *encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;**
- 7.1.6 *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*
- 7.1.10 *When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.*

The Official Plan includes policies for the City's current and future housing stock in Chapter 7:

- 7.2.1 *Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.*
- 7.2.2 *Mississauga will provide opportunities for:
 - a) *the development of a range of housing choices in terms of type, tenure and price;**
- 7.2.3 *When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.*

The proposed development builds on the guiding characteristics of a complete community by optimizing the ability of the site to accommodate much needed rental housing options. Future residents will be well served by existing and future services and amenities accessible by foot, bicycle or transit. The proposed development is in keeping with the City's criteria for contributing to a complete community. In order to facilitate creating complete communities, the City of Mississauga encourages compact and mixed-use development that is transit supportive. The proposed development facilitates a range of unit types and sizes including apartment and townhouse units that will accommodate the needs of existing and future residents.

Transportation (Creating a Multi-modal City)

Chapter 8 of the Official Plan outlines the City's policies regarding transportation. These policies establish a framework for a multi-modal transportation network to facilitate the movement of goods and people.

- 8.1.1 *Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.*
- 8.1.4 *Mississauga will strive to create a transportation system that reduces dependence on non-renewable resources.*
- 8.1.7 *Mississauga will create a well-connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas.*
- 8.1.8 *To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking.*

The proposed development facilitates the above transportation policies by introducing a compact urban form in an area that is well serviced by transit. This is supported by the analysis and findings of the Transportation Impact Study prepared by Nexttrans Consulting Engineers dated May 2020.

Urban Design

Chapter 9 of the MOP establishes general urban design policies for the various elements of the Urban Structure. A high-quality urban realm contributes to the vibrancy, attractiveness and quality of life in a City. Section 9.2.1 of the Official establishes the following policies for Intensification Areas, such as the Downtown:

- 9.2.1.1 *Development will create distinctive places and locales.*
- 9.2.1.2 *Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity.*
- 9.2.1.3 *Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.*
- 9.2.1.4 *Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.*
- 9.2.1.10 *Appropriate height and built form transitions will be required between sites and their surrounding areas.*
- 9.2.1.14 *In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.*
- 9.2.1.21 *Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.*
- 9.2.1.24 *Development will face the street.*

- 9.2.1.25 *Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.*
- 9.2.1.29 *Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.*
- 9.2.1.31 *Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.*
- 9.2.1.32 *Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.*
- 9.2.1.35 *Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.*
- 9.2.1.36 *Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.*
- 9.2.1.37 *Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.*

Section 9 of the Official Plan outlines the City’s built form and urban design policies, aimed at creating a sense of place and compatibility. The Official Plan defines compatible as “...development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.” The proposed development is compatible with the existing and planned character for the surrounding area and will achieve an appropriate transition to adjacent land uses.

In keeping with the above policy framework, the proposed development has been designed and posited along the street edge, provide an appropriate transition in built form and the public realm. In support of the proposed development Turner Fleischer prepared a Shadow Impact Study. The study found the proposed development will not create undue impacts on surrounding private amenity spaces and public spaces.

The enhanced building façade along Mississauga Valley Boulevard and Elm Drive create an active frontage. Additionally, the development is in keeping with the City’s objective for minimizing the presence of surface parking, as all parking for the proposed development is captured in an underground parking structure. These design objectives ensure natural surveillance to the public realm.

Land Use

The Official Plan sets out general policies for all land use designations in Chapter 11 and the policies for Downtown Character Areas in Chapter 12. The subject property forms part of the Downtown Fairview Character Area as shown on Schedule 9 (Character Areas) and is designated as “Residential High Density” on Schedule 10 (General Land Use Designations), refer to Figure 10 and 11, respectively.

Per Policy 11.2.5.6 of the Official Plan the “Residential High Density” designation permits the development of “*apartment dwelling*”.

Chapter 12 of the Official Plan outlines the City’s policy framework for Downtown Character Areas. In the general provisions for these areas, Policy 12.1.2.2, states:

Notwithstanding the Residential High Density policies of this Plan, the maximum building height for lands designated Residential High Density will not exceed 25 storeys.

Specific to the subject property, the Downtown Fairview Character Area establishes a minimum and maximum FSI of 1.5 – 2.0 for the subject property and all lands bounded by Burnhamthorpe Road East to the north, Hurontario Street to the west, Central Parkway to the south and Mississauga Valley Boulevard to the east.

It is recognized that in order to facilitate the proposed development an Official Plan Amendment to implement the proposed developments height and density.

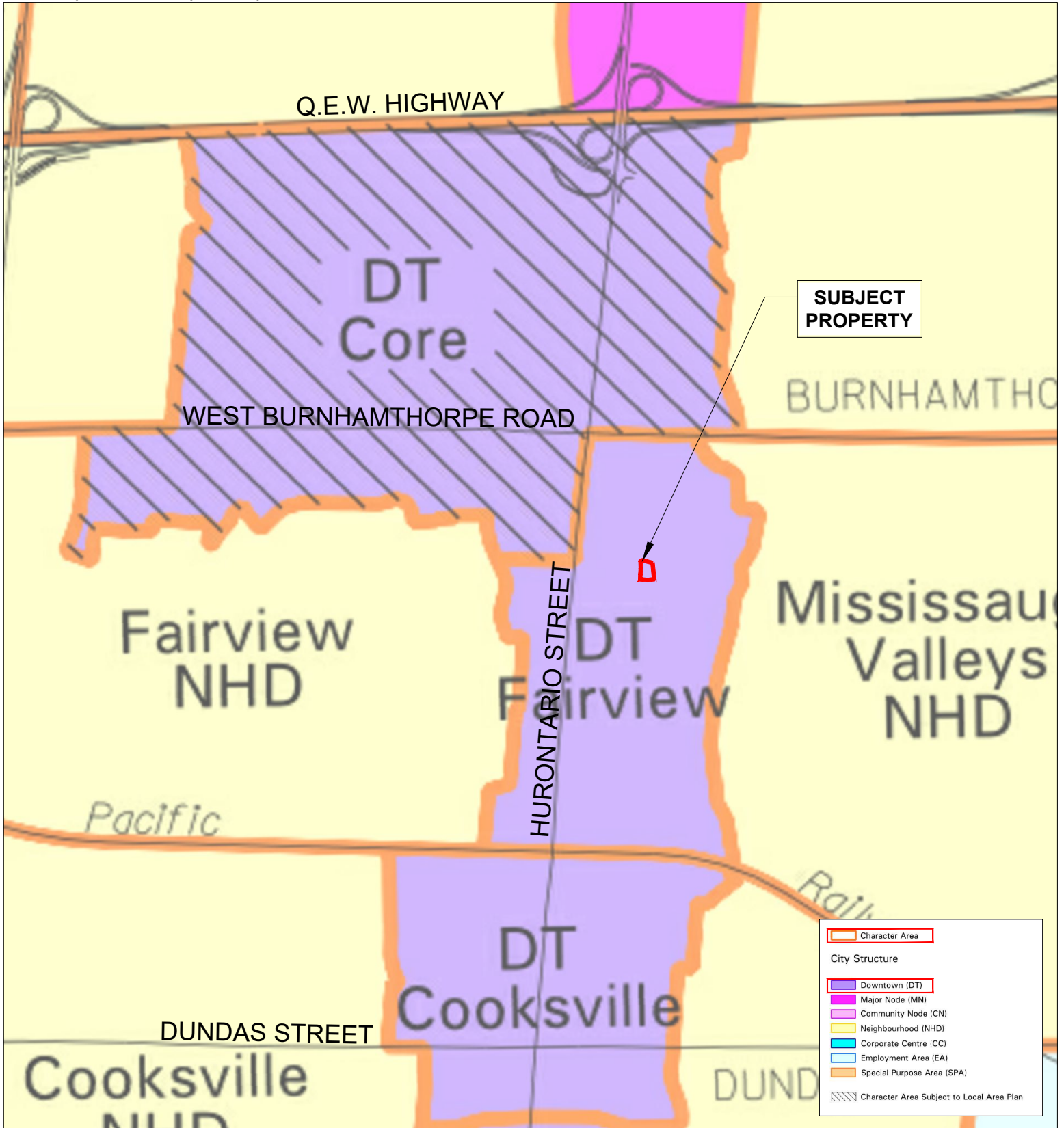


FIGURE 10

CITY OF MISSISSAUGA OFFICIAL PLAN SCHEDULE 9 CHARACTER AREAS

3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
June 9, 2020

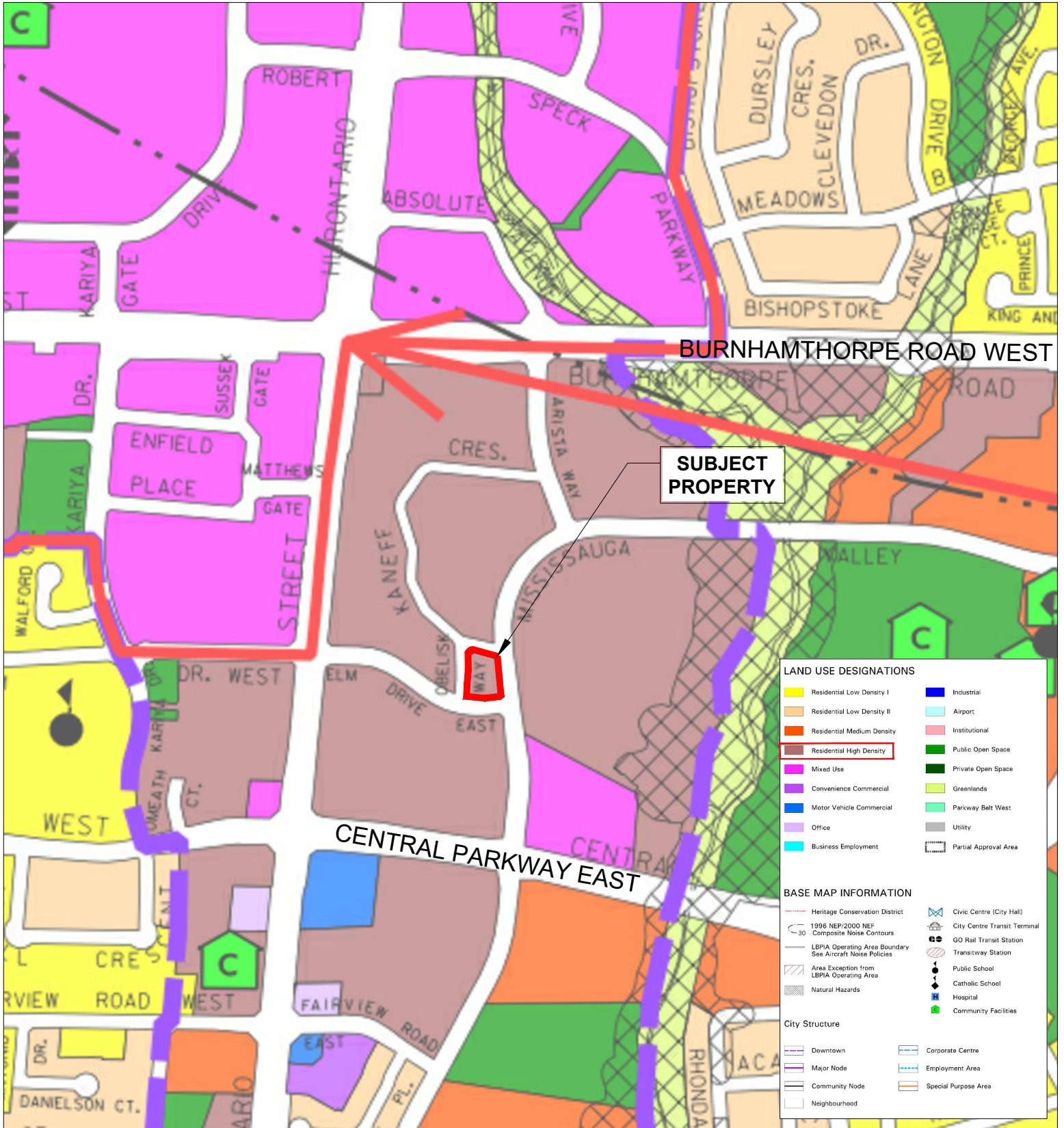


FIGURE 11

CITY OF MISSISSAUGA OFFICIAL PLAN SCHEDULE 10 LAND USE DESIGNATIONS

3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel

LEGEND

Subject Property



Scale NTS
June 9, 2020

Implementation – Official Plan Amendment

The proposed Official Plan Amendment is in keeping with criteria of Section 19.5 of the Official Plan (Criteria for Site Specific Official Plan Amendment), in that per Policy 19.5.1:

City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:

- a) *that the proposed redesignation would not adversely impact or destabilize the following:*
 - *the achievement of the overall intent, goals, objectives, and policies of this Plan; and*
 - *the development or functioning of the remaining lands that have the same designation, or neighbouring lands*
- b) *that a municipal comprehensive review of land use designations or a five year review is not required;*
- c) *that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;*
- d) *land use compatibility with the existing and future uses of surrounding lands;*
and e. the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.

Lands within the Downtown Fairview Character Area and subject to the “Residential High Density” designations are permitted a maximum height of 25 storeys and an FSI of 1.5 – 2.0. As outlined in Section 4.0 of this Report, the proposed development considered a 29 storey purpose built rental apartment building with an FSI of 7.59. A draft of the Official Plan Amendment can be found in Appendix A of this Report.

Drawing on the analysis presented throughout this Report, it is our opinion the proposed development and corresponding Official Plan Amendment conforms to Provincial policy and is consistent with the Region of Peel and City of Mississauga Official Plans. As previously demonstrated, the Provincial Policy Statement and the Growth Plan provides overarching direction regarding intensification, development patterns, complete communities and efficient use of existing infrastructure.

It is our opinion, the proposed Official Plan Amendment is consistent with the policies of the Provincial Policy Statement (2020) as it facilitates the redevelopment of the subject property for intensification that is supportive within an urban area that is well serviced by existing infrastructure and can contribute to a complete community. Furthermore, in keeping with the Growth Plan, the proposed development will also provide a range of dwelling types and unit sizes to facilitate the principles and targets of intensification anticipated in the Growth Plan. The proposed development will contribute to the density targets of the Urban Growth Centre, while concurrently contributing to the Peel Region intensification goals.

Additionally, through the incorporation of sound urban design principles, such as building massing, architectural design and orientation, the proposed development is compatible with the adjacent properties and surrounding neighbourhood. The proposed development contributes to a transit and pedestrian friendly

environment, while building on the Region’s and City’s objectives for intensification within the Urban Growth Centre. It is opinion of the author of this report that the proposed development and corresponding Official Plan Amendments are considered to be appropriate based on the policies of the City of Mississauga Official Plan. The proposed development represents good planning through encouraging intensification within built-up urban areas, well serviced by transit.

5.6 CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007

As shown on Figure 12, the subject property is zoned Apartments “RA5-4” which permits residential uses, such as apartments, long-term care and retirement buildings. Zoning Exception No.4 permits a minimum floor space index of 1.0 and a maximum floor space index of 1.5.

To facilitate the proposed development, a Zoning By-law Amendment is proposed to rezone the subject property to “RA5 – Special Exception Zone”. Relief from the parent RA5 zone is required to accommodate the characteristics of the proposal and achieve an efficient site layout. The following table outlines the applicable zoning provisions of the RA5 zone.

It is our opinion that the requested Zoning By-law Amendment aligns with and implements the objectives of the PPS, Growth Plan and the ROP.

The proposed Draft Zoning By-law Amendment is provided in Appendix B of this Report.

RA5 Zoning			
Description	Ref.	Required	Proposed
Par 4 – Residential Zones			
<i>Minimum Lot Frontage</i>	3.0	30.0 m	42.94m (along Kaneff Crescent)
<i>Minimum Floor Space Index – Apartment Zone</i>	4.0	1.9	7.59
<i>Maximum Floor Space Index – Apartment Zone</i>	5.0	2.9	
<i>Maximum Building Height</i>	7.0	77.0 m and 25 storeys (2)	90.35m / 29 Storeys (measured from Floor 1 = 134.35m to top of Floor 29 = 224.7m)
<i>Minimum Front and Exterior Side Yards</i>	8.4	For that portion of the dwelling with a height greater than 26.0 m: 10.5 metres	4.5m (measured to podium); 7.8m (measured to tower)

<i>Encroachments and Projections</i>	11.1	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard: 1.0 m	0m
	11.2	Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m: 1.8 m	0.56m
	11.3	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects: 1.0 m	1.5m
<i>Parking, Loading, Servicing Area and Parking Structure</i>	13.4	Minimum setback from a parking structure above or partially above finished grade to any lot line: 7.5 m	N/A
	13.5	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line: 3.0 m	3.0m
	13.6	Minimum setback from a waste enclosure/loading area to a street line: 10.0 m	4.95m (measured from loading entrance to Obelisk Way property line)
<i>Minimum Landscape Area, Landscaped Buffer and Amenity Area</i>	15.1	Minimum Landscape Area: 40% of lot area	36.8%
	15.2	Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands	3.0m

		and/or a Residential Zone with the exception of an Apartment Zone: 4.5 m (6)	
15.4	Minimum amenity area: The greater of 5.6 m ² per dwelling unit or 10% of the site area		1633 m² (requires 1579 m²)
15.5	Minimum percentage of total required amenity area to be provided in one contiguous area: 50% (6)		73%
15.6	Minimum amenity area to be provided outside at grade: 55.0 m ²		0 m²

5.6.1 PROPOSED PARKING REDUCTION

Through the corresponding Zoning By-law Amendment, a parking reduction is proposed to facilitate the proposed development. As noted in the following table, Zoning By-law 0225-2007 provides the following parking rates for rental apartment buildings.

Zoning By-law 0225-2007			
Part 3: Parking, Loading and Stacking Lane Regulations			
Zoning By-law 0225-2007 Parking Rates	Proposed Development Unit Breakdown	Required Parking in Zoning By-law 0225- 2007	Proposed Parking Ratio
1.18 resident spaces per one-bedroom unit	190 one-bedroom Units	224 spaces	130 space/0.46 spaces per unit
1.36 resident spaces per two-bedroom unit	87 two-bedroom Units	118 spaces	
1.50 resident spaces per three-bedroom unit	5 three-bedroom Units	8 spaces	
0.20 visitor spaces per unit.		56	43 spaces/0.15 spaces per unit
Total	282 Units	407	173 spaces/0.61 spaces per unit

Based on the City of Mississauga By-Law 0225-2007 Part 3, a total of 406 parking spaces are required for the proposed development. The proposed development provides 173 vehicle parking spaces (including 130 parking spaces for resident and 43 parking spaces for visitor) or a rate of 0.46 spaces/ unit for resident parking and 0.15 spaces/unit for visitor parking, thus presenting a technical shortfall of 233 parking spaces (~57% reduction).

As noted in Section 5.5. of this Report, the City's Official Plan provides policies which promote the creation of multi-modal transportation system to encourage a shift in lifestyle (i.e., auto-dependency) towards a more sustainable transportation alternative (Policies 8.1.1, 8.14, 8.17 and 8.1.8). In keeping with this direction, the subject property is located within proximity to two major transit station areas (MTSAs) and is well

serviced by MiWay Bus Routes (refer to Section 2.2. of this Report). This significant transportation infrastructures supports the City's initiate and objectives in promoting alternative transit and active transportation options. The proposed parking reduction aligns the proposed development with the City's sustainable transportation objectives.


In support of the proposed development, Nextrans Consulting Engineers prepared a Parking Assessment in support of the proposed reduction. Nextrans has provided their professional opinion that a proposed parking rate of 0.61 spacer per unit (0.46 for residents and 0.15 for visitor parking) is appropriate for the propose development.



FIGURE 12

SCHEDULE 'B' ZONING BY-LAW NO. 0225-2007

3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel

LEGEND
 Subject Property


 Scale NTS
 June 9, 2020

6.0 TECHNICAL REPORTS

The following section provides a summary of the reports, studies and supporting materials conducted in support of the proposed development.

Functional Servicing and Stormwater Management Report

In support of the proposed development, a Functional Servicing and Stormwater Management Report (FSR) (dated May 2020) as prepared by Urbantech Consulting and presents a site servicing and stormwater management strategy.

The FSR confirms that the proposed development can be accommodated by existing municipal sanitary, water and stormwater systems along Elm Drive and Mississauga Valley Boulevard. The proposed development will not adversely impact any of the surrounding infrastructure, and the proposed stormwater management strategy has been designed to improve downstream conditions by limiting the release rates from the subject property to the existing, 2-year flow.

Traffic Impact Study

Nextrans Consulting Engineers prepared a Transportation Impact Study (dated May 2020) in support of the proposed development. The study contains analysis in support of the City's DARC requirements for a transportation impact study, transportation demand management strategy and a parking justification analysis. The study found:

- Under the existing, future background and future total conditions, the intersection operation capacity analysis indicates that all intersections considered are expected to operate at acceptable levels of service. No improvements are required under these horizon years.
- The existing/proposed accesses onto Kaneff Crescent and Obelisk Way are expected to operate at acceptable levels of service with minimal delays or queues. No improvement to the existing Kaneff Crescent and Obelisk Way is required to accommodate the proposed development.
- The existing transportation network is adequate and does not require any additional physical improvements.
- The City of Mississauga By-Law 0225-2007 requires a total of 406 parking spaces for the proposed development. The proposed development provides 173 vehicle parking spaces (including 130 parking spaces for resident and 43 parking spaces for visitor) or in rate of 0.46 spaces/ unit for resident and 0.15 spaces/unit for visitor parking, this presenting a technical shortfall of 233 parking spaces (~57% reduction). This rate is supportable based on the transportation demand management strategy and transit network.
- The proposed development will provide 56 bicycle parking spaces on the underground parking Level 1, in order to encourage residents to take alternative modes of transportation to and from the proposed development.
- The proposed development will use the private garbage pick up and a loading spaces is provided for garbage pick up that will meet the City's By-Law requirement. AutoTURN software was used to demonstrate the turning movement requirements for garbage pick-up, delivery and passenger vehicles at the proposed right-in and right right-out accesses onto Elm Drive East and Kaneff Crescent, the proposed loading and internal circulation to the underground parking.

Noise Feasibility Study

A Noise Feasibility Study (dated May 2020) was prepared by HCG Engineering to assess impacts of noise to and from the proposed development.

The study determined that local traffic associated with the development will not be substantial enough to affect existing noise levels. Sound levels from stationary (non-traffic) sources such as rooftop air-conditioners, cooling towers, exhaust fans, etc., should also not exceed the minimum one-hour ambient (background) sound level from road traffic. The study recommends alternative means of ventilation to open windows will be required such as central air conditioning and the use of warning clauses in future property and tenancy agreements. With the implementation of the noted noise mitigation strategies, the study concludes that the proposed development is feasible from noise perspective and is consistent with MECP guidelines.

Stage 1 Archaeological Assessment

ASI prepared a Stage 1 Archaeological Assessment (dated February 12, 2020) in support of the proposed development.

The Stage 1 background assessment entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth- and twentieth-century settlement trends. The study found that despite possessing certain criteria indicative of pre-contact and historical archaeological potential, the aerial photography from the twentieth century in conjunction with the field review has determined that the subject property has undergone significant and widespread disturbance from the construction of the extant parking lot and surrounding residential complex. Given the widespread and intensive ground disturbance, the potential of recovering any in situ archaeological material on the subject property is nil. The study recommends no further archaeological assessment of the subject property is required.

Pedestrian Level Wind Study (Qualitative)

Theakston Environmental prepared a Pedestrian Level Wind Study (Qualitative) (dated May 15, 2020) in support of the proposed development.

The study found that wind conditions on and around the proposed development are predicted to be suitable for walking, standing, or better, year-round, under normal to high ambient wind conditions. The study found that the introduction of a new building will be a realignment of wind at the pedestrian level. The layout of the proposed development manages the realignment and as such comfort conditions are predicted to remain similar to existing conditions. A mitigation plan has been recommended for the 5th level amenity area's landscaping and architectural designs in order to achieve the longer exposures required to accommodate the desired activities. The extent of the mitigation plan is best determined through a quantitative analysis that could be explored as part of the Site Plan approval for the proposed development.

Shadow Impact Study

Turner Fleischer prepared a Shadow Impact Study (dated June 12, 2020) in support of the proposed development. The study addresses specific criteria contained in the City of Mississauga Planning and Building Department's Standards for Shadow Studies (June 2014) and demonstrates that the proposed development will not cause undue impacts with respects to shadows. The study demonstrates that the proposed development meets most of the City's standards for sun and daylight access on neighbouring properties and in the public realm (4 out of 5). Per Criteria No. 3 of the standards, Mississauga Valley Boulevard is impacted by shadows between 12:12 to 14:12.

7.0 CONCLUSION

Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, the proposed redevelopment and corresponding Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and City of Mississauga Official Plan. It is the opinion of the authors of this report that the proposed Official Plan and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The approval of this proposal would not cause a conflict with matters of Provincial interest as identified in Section 2 of the *Planning Act*.
2. The proposal is consistent with, conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, and the Region of Peel Official Plan.
3. The proposed redevelopment contributes to the Region's intensification target for the City of Mississauga by proposing increased density on the subject property.
4. The proposal directs intensification to Mississauga's built-up area and maintains the intent of the functional and land use policies in the City of Mississauga Official Plan.
5. The existing Official Plan policies regarding height as applied by Staff are not consistent with the Provincial Policy Statement and do not conform to the Growth Plan, Region of Peel Official Plan and the City of Mississauga Official Plan. The proposed Official Plan provisions and zoning standards, however, do and are appropriate to accommodate the requested uses.
6. The proposed uses are compatible with the surrounding land uses and are desirable in fulfilling the vision of the Provincial Policy Statement, Growth Plan, Region of Peel Official Plan and the current designations in the City of Mississauga Official Plan.
7. The proximity of the proposed redevelopment to community amenities such as parks, schools, shopping, and transit provides an opportunity for a reduction in reliance on automobile use, encourages active transportation, and contributes to the redevelopment of complete communities.
8. The proposed reduced parking ratio can be supported by the area's walkability, provision of transit infrastructure and close proximity of services and facilities.
9. The proposed redevelopment contributes to a varied housing mix that provides diversity in housing choices for City of Mississauga residents.
10. The proposed redevelopment is compatible with and appropriately interfaces with the adjacent residential uses.
11. The proposed redevelopment makes efficient use of existing and planned infrastructure including water, wastewater and stormwater services, as well as transportation and community infrastructure.

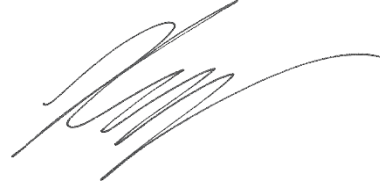
The proposed redevelopment is supported by technical studies that confirm that existing intersections will operate in a reasonable manner, required noise attenuation levels can be achieved through mitigation, pedestrian wind impacts can be mitigated and there is adequate water, wastewater, stormwater and transit infrastructure available.

On the basis of the above, it is the opinion of the author that the proposed Official Plan amendment and Zoning By-law amendment represent good planning and it is respectfully recommended that the applications be approved by the City of Mississauga Planning and Development Committee.

Respectfully submitted,
GLEN SCHNARR & ASSOCIATES INC.



Glen Broll, MCIP, RPP
Partner



David Capper, MCIP, RPP
Associate

Appendix A
Draft Official Plan Amendment

Amendment No. XX

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

The following text and maps designated Map “A” and Map “B” attached hereto constitutes Amendment No. XX.

Also attached hereto but not constituting part of the Amendment and Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated XX, XX, 202X, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from “Residential High Density” to “Residential High Density” with a site-specific provision to address height and density in order to facilitate the future development of a 29 storey residential apartment building.

LOCATION

The subject lands affected by this Amendment are located at 3575 Kaneff Crescent, which is a parcel of land bounded by Kaneff Crescent to the north, Elm Drive to the south, Obelisk Way to the west and Mississauga Valley Boulevard to the east. The subject lands are located in the Downtown Fairview Character Area, as identified in the City of Mississauga Official Plan.

BASIS

The proposal is to re-designate the subject lands from “Residential High Density” to “Residential High Density” with a site-specific provisions to permit a maximum height of 29 storeys and an FSI of 7.59.

The proposed Official Plan Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The amendment conforms to the policy framework of the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe for growth management and intensification. The amendment promotes a range and mix of housing as well as the redevelopment of underutilized lands within the City of Mississauga’s Urban Growth Centre.
2. The amendment is consistent with the Region of Peel and City of Mississauga’s Official Plan, both of which are consistent with Provincial policies and builds on the policy framework for complete communities and growth and intensification.
3. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes a range of housing types, sizes and tenures; it is compatible from a density, scale and massing perspective; it efficiently and effectively utilizes existing community infrastructure and facilities.
4. The subject lands are well served by existing and planned transit services, such as the Hurontario LRT.

Details regarding this Amendment to the Mississauga Official Plan are contained in the Planning and Building Report dated XXXXX XX, 202X, attached to this Amendment as Appendix II.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Mississauga Official Plan is hereby amended by the following:

1. Section 12.3.2, Special Site Policies, Downtown Fairview Character Area of the City of Mississauga Official Plan, is here by amended by adding the following:

12.3.2.X Site X

12.3.2.X.X The subject lands identified as Special Site X are located at 3575 Kaneff Crescent, which bounded by Mississauga Valley Boulevard to the east, Kaneff Crescent to the north, Obelisk Way to the west and Elm Drive to the south and has an area of 0.27 hectares (0.68 acres).

12.3.2.X.X Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. One apartment building with a maximum height of 29 storeys will be permitted;
 - b. A maximum FSI of 7.59 will be permitted.
2. Map 12-3 of the Downtown Fairview Character Area, of the Official Plan, is hereby amended by adding a Special Site X, as shown on Map “B” of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan will be amended in accordance with this Amendment, and thereafter forms part of the Mississauga Official Plan. The lands will be rezoned concurrently to implement this Amendment.

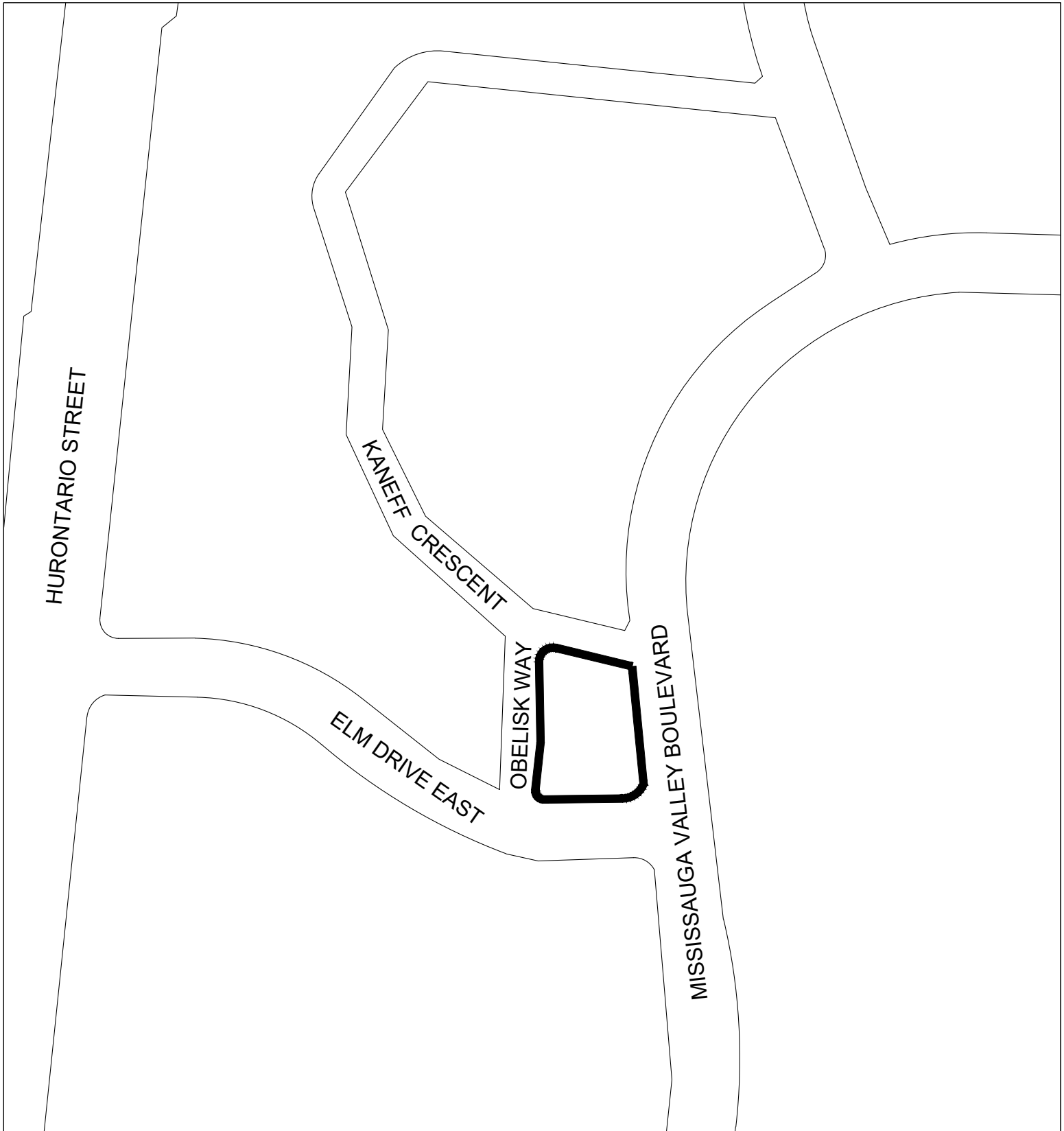
Provisions will be made through the Zoning By-law Amendment for the lands subject to this Official Plan Amendment, for development to occur subject to approved site development, architectural and landscaping plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan dated March 13, 2019.

INTERPRETATION

The provisions of the Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment.

Upon approval of this Amendment, the Mississauga Official Plan, will be amended in accordance with the intent of this Amendment.




MAP 'A'

SITE LOCATION MAP

3575 Kaneff Crescent, Mississauga, Regional Municipality of Peel

LEGEND


 Subject Property




Scale NTS
May 25, 2020


MAP 'B' - Part of Schedule 12 Map 3 Downtown Fairview Character Areas

Legend


 Subject Area


 Special Site

FSI Ranges

 0.9-1.4

 1.0-2.1

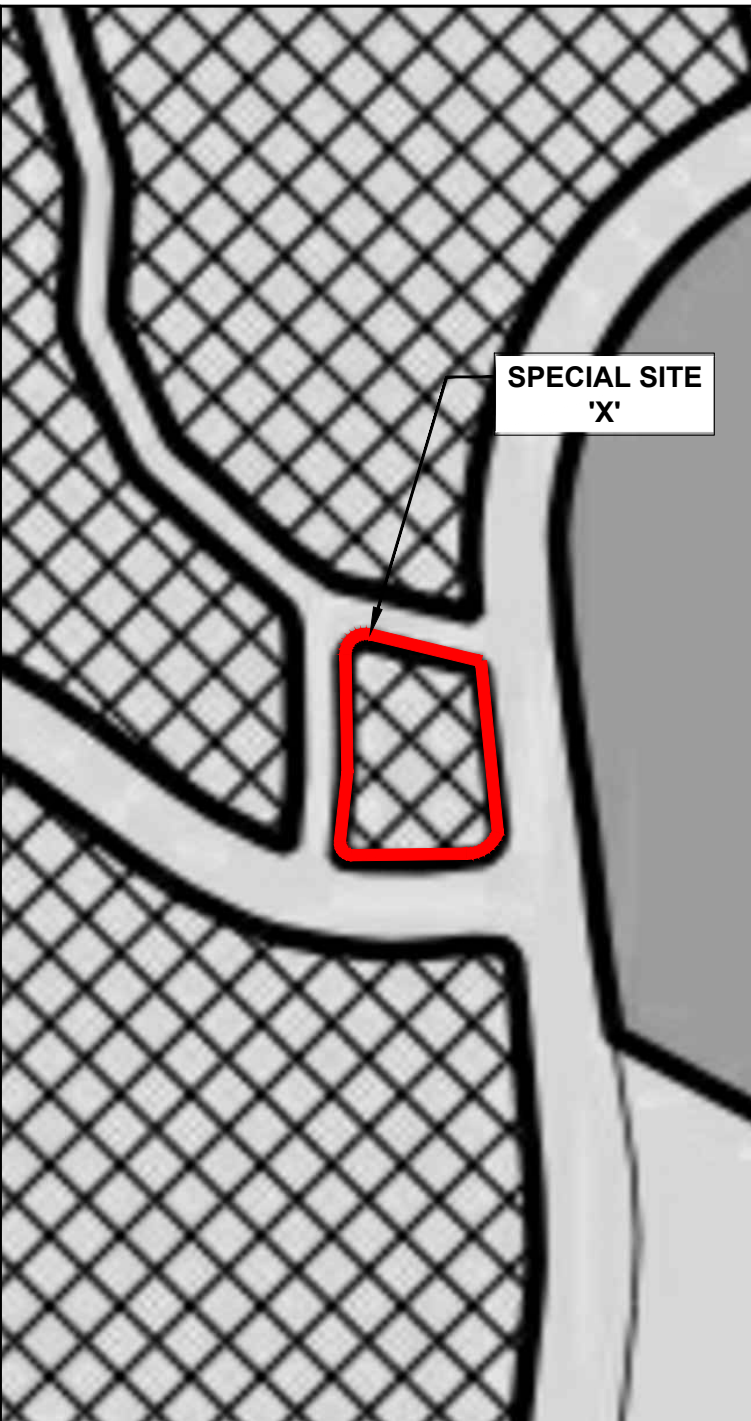
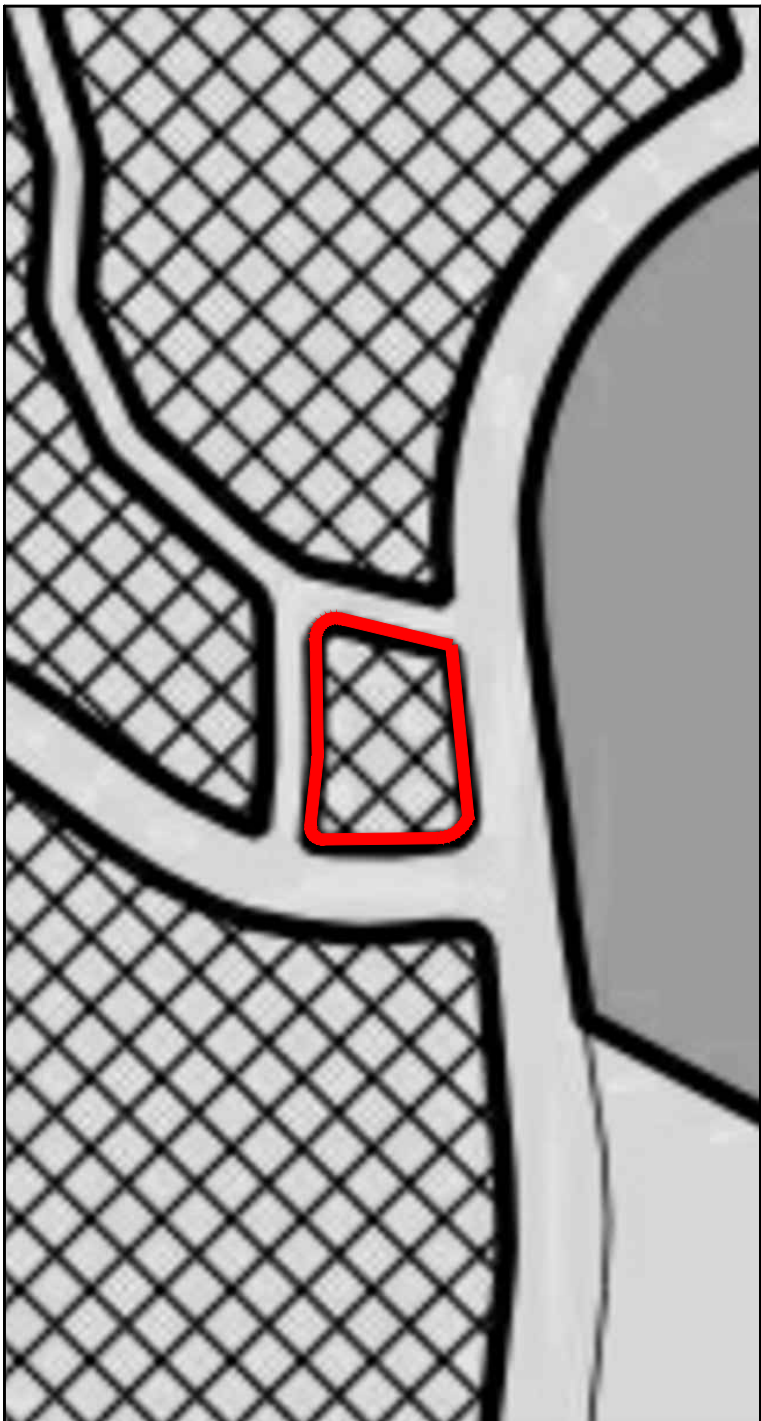
 1.5-2.0

 2.2-2.9

 8.2

 SUBJECT PROPERTY

SPECIAL SITE
'X'



EXISTING SITE CHARACTER
DESIGNATIONS

PROPOSED SITE CHARACTER
DESIGNATIONS



SCALE 1:2000
MAY 25, 2020

Appendix B
Draft Zoning By-law Amendment

A By-law to amend By-law 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the Council may amend a Zoning By-law;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.15.1.XX	Exception: RA5-XX	Map # 21	By-law:
In a RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 Zone except that the following uses /regulations shall apply:			
Regulations			
4.15.1.XX.1.	The regulations of Article 2.1.30.1 and Line 15.6 contained in Table 4.15.1 of this By-law shall not apply		
4.15.1.XX.2	Maximum floor space index – apartment zone		7.59
4.15.1.XX.3	Maximum projection of a balcony outside the buildable area identified on Schedule RA5-XX of this Exception		1.8 m
4.15.1.XX.4	Maximum projection of a balcony from the outermost face or faces of the building from which the balcony projects		1.8 m
4.15.1.XX.5	For purposes of this Exception, height is measured from a grade elevation of 134.35m		
4.15.1.XX.6	Minimum parking		
	(a) Resident	0.46 spaces per dwelling unit	
	(b) Visitor	0.15 spaces per dwelling unit	
4.15.1.XX.7	Minimum landscaped area		30% of the lot area
4.15.1.XX.8	All site development shall comply with Schedule RA5-XX of this Exception		

2. Map Number 21 of Schedule “B” to By-law 0225-2007, as amended, being the City of Mississauga Zoning By-law, is amended by changing thereon from “RA5-4” to “RA5-XX” PROVIDED HOWEVER THAT the “RA5-XX” zoning shall only apply to the lands which are shown on the attached Schedule “A” outlined in the heaviest broken line with the “RA5-XX” zoning indicated thereon.

ENACTED and PASSED this _____ day of _____ 2020.

Mayor

Clerk

APPENDIX “A” TO BY-LAW NO. _____

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit a 29 storey rental apartment building with a 5 storey podium and 282 dwelling units.

This By-law amends the zoning of the property outlined on the attached Schedule “A” from “RA5-4” to “RA5-XX”.

The “RA5-4” zone permits an apartment, a long-term care and retirement facility with a maximum floor space index of 1.0

The general “RA5” zone permits an apartment, a long-term care and retirement facility with a maximum floor space index of 2.9

The “RA5-XX” zone permits an apartment, a long-term care and retirement facility with a maximum floor space index of 7.59

Location of Lands Affected

Property bordered by Mississauga Valley Blvd on the north, Obelisk Way on the south, Elm Drive on the east and Kaneff Crescent on the west as shown on the attached Map designated as Schedule “A”.

Further information regarding this By-law may be obtained from XXXXXX of the City Planning and Building Staff at (905) 615-3200 x XXXX.

MISSISSAUGA VALLEY BOULEVARD

RA5-XX

ELM DRIVE EAST

KANEFF CRESCENT

OBELISK WAY

±48.7

±10.8

±10.3

±31.3

±24.6

±34.5

±34.3

±9.6



3575 KANEFF CRESCENT
BLOCK 19265
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

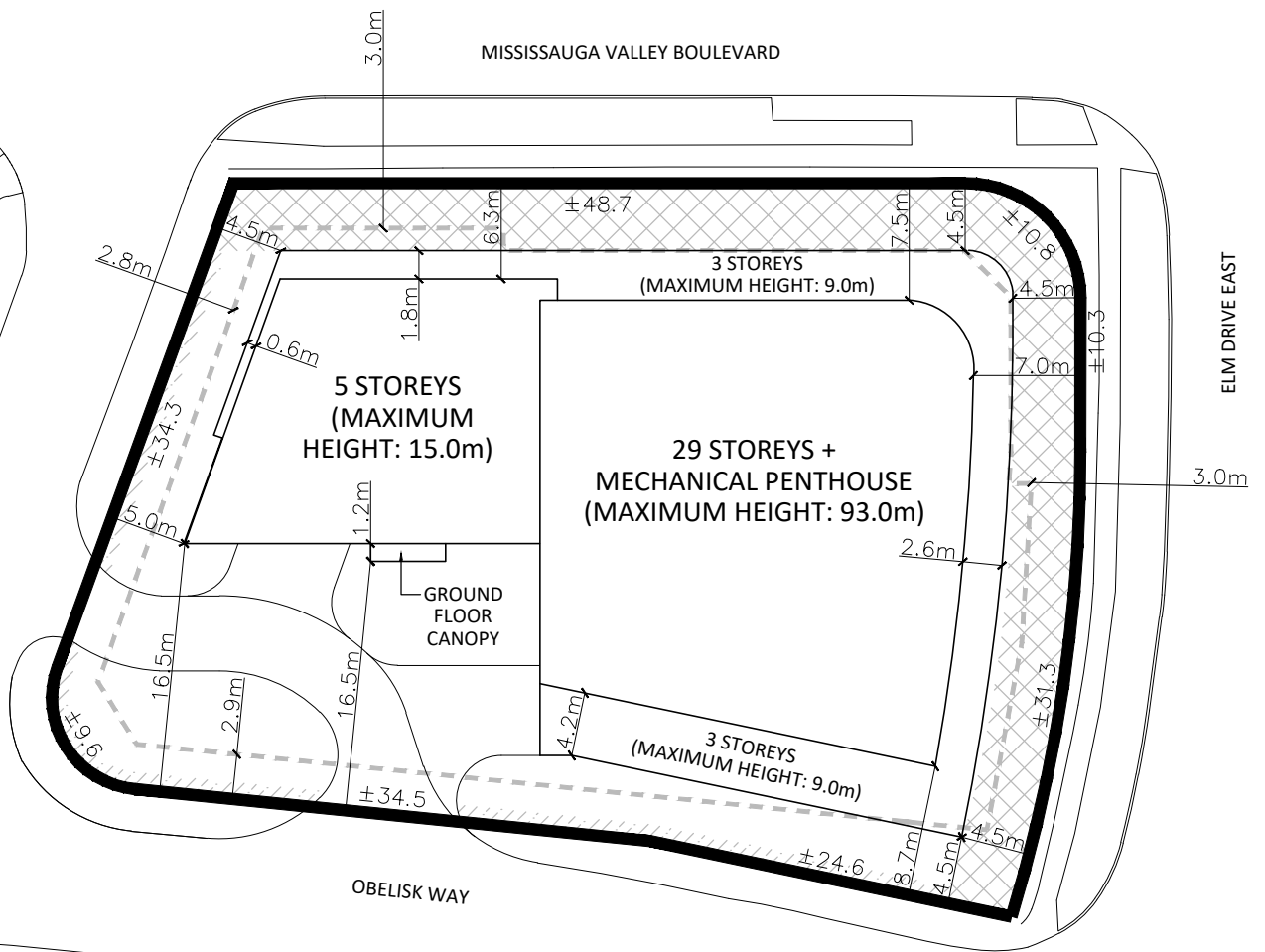
THIS IS SCHEDULE 'A' TO
BY-LAW _____
PASSED BY COUNCIL

MISSISSAUGA VALLEY BOULEVARD





ELM DRIVE EAST

KANEFF CRESCENT

OBELISK WAY



LEGEND

-  BUILDABLE AREA
-  LIMIT OF PARKING STRUCTURE
-  4.5m LANDSCAPE BUFFER
-  1.1m LANDSCAPE BUFFER

NOTE:
ALL MEASUREMENTS ARE IN METRES
AND ARE MINIMUM SETBACKS,
UNLESS OTHERWISE NOTED.



SCHEDULE 'B'
MAP XX